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SATURDAY, JANUARY 17, 1925

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SENSATIONAL PIRACY.

BRITISH STEAMER SEIZED.

PIRATES THREE DAYS IN CONTROL.

BOOTY LANDED AT BIAS BAY.

Yet another daring piracy has to be added to the list. An ocean-going vessel, the s.s. Hong Hwa, arrived in port last night after having been in the hands of a gang of pirates for three days. The vessel, on its way from Singapore to Hongkong, was taken to Bias Bay, where the pirates landed with their plunder, estimated to be worth over \$10,000. No casualties were suffered, and the episode stands out as one well organized by a gang who boasted to their victims of their previous piratical successes.

The s.s. Hong Hwa, a vessel of 1,024 tons register, and trading between Hongkong, Singapore, Swatow and Amoy, is owned by the Ho Hong Steamship Company, the local agents of which are the Seng Soon Hong, of 14, Bonham Strand. Under the command of Capt. A. Mackenzie and having nine British officers and a crew of 118 Asiatics, the vessel left Singapore on January 8th, carrying over 300 men, eight women and 10 children. No European passengers were on board. Everything went well until the morning of the 13th, when just before nine o'clock over 30 men among the deck passengers disclosed themselves as being armed pirates and took command of the ship.

SHIP RUSHED.

At that time seven of the officers and engineers were having breakfast on the deck, just fore of the bridge. One officer was on the bridge, one engineer was down below, and the Captain was taking breakfast alone in his room. Without any warning, six men, all armed with automatics, rushed upon the seated officers and ordered "Hands up." At the same time, the Captain was surprised by others, whilst the engine room was seized at the revolver point at the same moment.

In the first-class saloon shots were fired by others of the pirates and the whole of the ship fell into the control of the gang without much further effort. The ship's wireless equipment was dismantled and the vessel was taken over completely. The officers were kept in their position on deck for over four hours, and the engine-room crew were kept at work. The officer on the bridge was made to navigate the ship.

All the passengers, who had been collected together meanwhile, were put into one of the holds and kept there as prisoners for the whole forenoon. Of course, the few firearms on board in the possession of the Captain and officers had been early taken away, and resistance was impossible. About 20 shots were fired at the time the vessel was seized, this being only to frighten the passengers into non-resistance.

PIRATES' BOAST.

Later, the normal ship's watches were set, officers did their routine duties, the deck and engine room crews were made to work as usual, and but for the fact that the ship was in the control of lawless men, things went on just as usual, as much as is customary. The pirates openly bragged that they had been engaged in the Sui An and Hydrangea piracies, but they treated everybody on board with great consideration. None of the European officers was molested in any way.

The ship's safe was broken open and money to the amount of about \$3,000 was taken. The personal effects of every passenger on board were ransacked and rifled, a whole heap of miscellaneous goods being collected.

Money and valuables were also stolen, but the cargo, which was of a general nature, was not touched.

A DISAPPOINTMENT.

In conversation with an official of the Ho Hong Company, a Telegraph representative learned that the pirates expected a big consignment of bullion to be on board from the Ho Hong Bank at Singapore to its Hongkong branch. They had information that three lakhs of bullion was to be carried by the ship, but it so happened that it was not sent. One of the pirates is stated to have declared that the gang would lose money by the venture. At all events, they did not get a very large haul, the total value of what they took away being put at \$10,000.

For three days the ship was in the pirates' control. With wireless communication cut off, those on board were helpless. Many other ships were passed, but the officers on the bridge were made to alter wide.

TAKEN TO BIAS BAY.

Under orders from the pirate chief, a tall thin Chinese, the ship was steered past Hongkong Island and round to Bias Bay, where the ship was dropped at eight o'clock yesterday morning. Two of the ship's boats were lowered and the pirates' orders, manned by the Second Officer and some of the crew, loaded with the loot and rowed to the shore, about a mile away. A count was made of the pirates as they got away, the gang numbering 34, one of them being an old man, well over 50.

When everything had been landed, the boats were sent back to the ship. There was nothing left but to get the boat under way and proceed back to Hongkong, which was reached just before six o'clock last night.

The police went aboard immediately and were still on board this morning taking statements when a Telegraph representative visited the ship and obtained the above particulars.

PASSENGERS WELL TREATED.

The ship was pirated in Lat. 14.53 N., Long. 110.24 E.—five days out of Singapore. She was two days overdue here and, by reason of the fact that wireless messages had gone unanswered, there had been much anxiety felt for her. There was very little damage done, some of the mirrors of the saloon being broken by bullets. All passengers and crew were well treated and allowed to do just as they would have done normally. When the pirates went ashore they took portmanteaux and handbags crammed with all the passengers' effects, many of whom were returning to Hongkong for the Chinese New Year festival.

THE OFFICERS

The full complement of officers carried by the vessel is:—Capt. A. Mackenzie; Mr. T. G. Maciver, Chief Officer; Mr. W. J. H. Hopper, Second Officer; Mr. C. O. Hodgo, Chief Engineer; Mr. W. F. James, Third Engineer; Mr. I. Moss, Fourth Engineer and Mr. W. Hopwood, Wireless Operator.

A.D.C.'s BIG SUCCESS.

Mrs. Beale as "Saint Joan."



Hongkong has seldom, if ever, seen finer acting than that of Mrs. Beale in the little role of Bernard Shaw's great play, "Saint Joan," which is being produced with such success by the Hongkong A.D.C. The above photograph of The Maid is by the Ming Yuen Studio.

AUSTRALIAN STRIKE.

PROSPECT OF SETTLEMENT

Melbourne, Jan. 16.

All the States have promised support to the Federal Government with a view to ending the shipping dispute. An early settlement of the chief trouble is now expected.

It is noteworthy that the volunteer crew of the s.s. Nairana includes the stewards hitherto employed on the vessel, who belong to the Stewards' Union.

Melbourne, Jan. 16. It is understood that a mass meeting of the Seamen's Union has decided to abide by the award fixing the mercantile marine offices as central picketing places.

There was a rush of volunteers for the Nairana, sufficient to man several vessels.

All police leave has been cancelled in view of the possibility of trouble on the waterfront. —*Reuter*.

U. S. LEGISLATION.

TWO NEW BILLS.

Washington, Jan. 16.

The Commerce Committee of the House of Representatives has reported a Bill establishing of Civil Aeronautics in the Department of Commerce.

Mr. Boyland introduced a Bill in the House of Representatives empowering the President to appoint a Minister to the Irish Free State. —*Reuters' American Service*

The vessel was formerly known as the s.s. Kalgoolie, and is under the British flag. Other vessels owned by the Company are the s.s. Glenfalloch and the s.s. Hong Ping, all engaged on the same run.

It was learned on board that one of the pirates, dressed in European clothes, had made the trip in the vessel a little while previously. He was recognized by one of the crew, but was provisionally dressed in Chinese clothes. He took a leading part in the operations, which were all thoroughly organized.

WATERFRONT ITEMS.

[BY "OLD HAND."]

The Pacific Mail liner President Wilson, Captain Henry Nelson, which recently had a broken propeller blade repaired at the Taikoo Docks, was able to leave Manila on schedule, and arrived here yesterday. She left to-day at noon on her homeward voyage, with a full complement of passengers and cargo.

The large Dutch steamer Olderkirk arrived yesterday from Manila. She had misty weather and moderate monsoon coming here.

The Japanese freighter Shinnoh Maru was also alongside the Kowloon wharves yesterday, discharging cargo from Singapore.

An interesting arrival at Kowloon yesterday was the Danish Diesel motorship Nordbo, Captain C. Johnson, from Tacoma via Japanese ports and Shanghai.

Although she had very recently discharged a 16ft. high deck cargo of lumber from America, she looked spick and span all over. We noted her magnificent engine room, and the splendid quarters, bathrooms, etc., for the officers and crew. Her charterers are Messrs. Gillespie & Co. of Seattle, and the local agents are H.M.H. Nemazee & Co. She will leave here very shortly for Australia.

The steamer Flint, Captain H. Bjaland, which just came out of the Kowloon Dry Dock, and left to-day for England via Borneo and Australia, is later on to be employed in the coal trade between Spitzbergen and Norway. She will then have to call at the most Northerly industrial port in the world, namely, Green Harbour, Spitzbergen, which, if the writer's memory serves him right, lies in Lat. N. 79°21', only 579 miles from the North Pole. The writer was once there engaged in the whaling trade, and remembers the flora of the country as consisting of short grass and reindeer moss and the fauna of arctic foxes, bears and reindeer, etc. The Spitzbergen boats are excellent. Captain Bjaland, a jovial skipper of the old type, has gained many friends during his stay in this port.

We understand that the motor ship Kong Ning, Captain L. Pyno, which was recently re-floated between Shui Hing and Tak Hing, is going to be towed to Hongkong, and is expected here on Monday.

ARMED MAN CAUGHT.

A RUNNING-FIGHT.

One of those incidents which may be expected to crop up now and again during the operation of stringent police measures to cope with the wave of armed crime in the Colony occurred last night. An armed man was arrested after a running fight with members of the force, and in the course of an exchange of shots a stray bullet hit a pedestrian in the right ankle.

Detectives from a picket guarding a section around Jardine's Sugar Refinery had noticed a man walking towards them, who did not observe them until at very close quarters. Then he appeared to change his mind about the direction he would take, and abruptly sidled along so as to avoid the officers. He broke into a run on being challenged, and as bullets began to fly his way, he drew a pistol and replied briskly. He then ceased fire abruptly and, throwing away the weapon, redoubled his efforts to outdistance his pursuers.

First discarding his hat, the fugitive later unburdened himself of his overcoat, and climbed a wall with the view to avoid being trapped between two parties of pursuers. Two detectives from the No. 2 Police Station had appeared from the opposite direction and it was then that the fugitive took to the last resource of climbing a wall. Not until it was too late was it that he found he had got into a cul-de-sac and was trapped. He offered but a weak resistance when pounced upon by a party of five or six armed police.

The pistol was later recovered and when examined was found not to be in working order. One of the cartridges had jammed, and had prevented the firing off of the other charges.

In the course of the exchange of shots, a Chinese was hit in the left ankle by a bullet intended for the armed man and he was removed to Hospital.

STRONGER FLEETS.

CHANGES IN EASTERN SEAS.

London, Jan. 16. The British naval forces in the East will be strengthened as a result of changes decided upon by the Admiralty.

Ships at present serving in the Mediterranean, East Indies and China squadrons, when they return to England for refitting and overhauling, will be replaced by larger ships.

The cruiser Vindictive will replace a smaller ship in the China squadron, and sweeping changes will be made in the East Indies squadron, to which the Effingham, Enterprise and Emerald, all new ships not yet completed, will be sent. It is expected they will be ready for service by the autumn. —*Reuter*.

AN ARCHBISHOP'S RESIGNATION.

ANNOYS ARGENTINE AUTHORITIES.

Buenos Aires, Jan. 16. Following Government acceptance of the resignation of Monsignor De Andrea, the Archbishop of Buenos Aires, it is stated that the Government has informed the Holy See that the present Nuncio and his secretary are non personae gratae.

It is generally believed there was pressure by the Nuncio, at the instance of the Vatican, on De Andrea, that led the latter to resign against the wishes of the Government, which favoured his remaining. —*Reuters' American Service*.

TO-DAY.

Closing Exchange 2 1/2 15/16
Lighting Up-Time 6.01 p.m.

Bulls and Inners

□ □ From the Other Butts. □ □

This telephone dispute looks like being a hard nut to crack. Another Aberdeen-born Director should, however, manage it.

Sir John Bradbury is mentioned as a possible Governor of Hongkong. Looks as if we are to have some nice clean banknotes at last.

It is observed that young couples prefer travelling by the old ferries after dark.

The orange season is in full swing, which probably is the reason why so many people have the pip.

This Week's Book: "The Contractor's Dilemma," by Queen Spear.

Trouble about evening dress now is that you can nearly always tell where the bathing dress stopped.

A recent shooting affair reminds us that a bad insurance risk is generally the innocent bystander.

From the earnestness with which Dunois was praying for a west wind, one might almost imagine he was playing mah-jongg.

Let's hope these new Peak trams will be big enough to accommodate folk with swollen heads.

From the way they act, some people appear to think a request for payment nothing short of blackmail.

It's a pity that the "Star" Ferry people, when fixing up their latest rules and regulations, didn't reserve to themselves the right to say who should be first-class passengers.

With two Government officials sitting in judgment, we almost expected Joan to be told that her case was still under consideration.

A French writer suggests a gigantic statue to woman. Why not a fashion column?

The Soviet is said to be experimenting with poison gas. What, more propaganda?

"Car Turns Turtle," says a newspaper heading. Suppose the passengers were in the soup.

Isn't it about time we heard of Waichow falling again?

Two men were arrested with arms this week.

The third sub-war of the second branch contest of the original 1924 Chinese conflict has begun.

The latest test for sobriety: "I'll bet you a shilling that you can't single out a single shingled single woman sitting sewing on the shingle."

A radio loud-speaker has been made from a sea shell. Should be easy to get the right wave length.

It's all very well for Bernard Shaw to say there's no hardship in sitting through a three-hour performance. He doesn't know our Theatre Royal.

It is computed that three million people are ill every day in the United States. Three cheers for Pussyfoot!

A Hongkong would-be Junior Scholar is alleged to have described a lake as being like a river with no place to go.

If you want to make her mad, call her handsome instead of beautiful.

Cumshaw programmes for "Saint Joan" were quite all right, but free cough-drops would for some of the audience, have been much more welcome.

The addition of 200 men to our Police Force should save the P. W. D. at least a couple now steam rollers.

Botanical note:—Some of these boarding-house apples might be pomme granito for all the difference between the two.

We don't care how often these Canton generals flee so long as they don't settle on us.

We are glad to observe from a recent police report that local students are interested in gathering shells.

As soon as a man buys a motor car he begins to think every pedestrian has a screw loose.

Rattling good news: Henry Ford is to build Lizzies in Australia.

A London specialist has operated on a boy's head to make a better lad of him. Father usually tried the other end on us.

Dentists usually call their offices "dental parlours." Wouldn't "drawing room" be more appropriate?

Some modern couples promise "love, honour and obey till for payment nothing short of blackmail."

Just as we were feeling better, our coolie goes and drops the wife's watch into the bath.

Some of these people who think they can run a motor-cycle, run amok instead.

According to the Government Gazette, there was no whisky sampled last year. Not officially, at least.

The man who seeks "congenial occupation," with a preference for journalism, rivals Shaw as a cynic.

Health Note: The quickest way to straighten bow legs is to ride along with other eight in a five-seater.

An inventor is wanted to produce non-scratchable ear-rings.

"St. Joan" has proved to possess a local flavour. There is a reference to noodles in it.

If this bobbing business continues, the men folk will be unable to swear in barber shops.

We are in receipt of several letters of thanks from grateful readers who took our advice about growing whiskers to cover their Christmas neckties.

Loeb and Leopold are teaching school in prison. That's what we would call rubbing it in.

Now that the bills are coming in, we realise more than ever that Christmas isn't what it used to be.

At the end of the three-and-half-hour performance of "Saint Joan," the most lucky man in the Theatre Royal was the Dauphin. He was nicely tucked up in bed.

The best way to keep sweet with everyone is to blame the play instead of the actors.

Talking about St. Joan reminds us that what most audiences require is a sense of humour so that they will not laugh at the wrong places.

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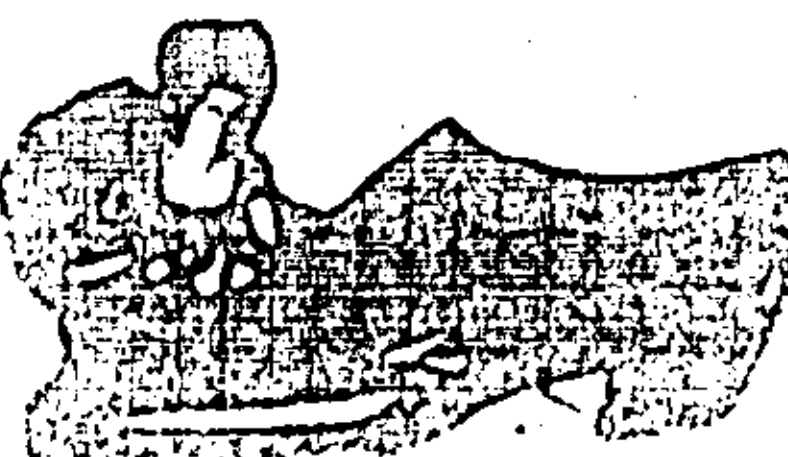
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BOGUS CAPTAINS.

LANCIE-CORPORAL
CONVICTED.

Before Mr. N. L. Smith, at the
Central Magistracy yesterday after-
noon, Lance-Corporal William Lane
and Private Fitzgerald, both of the
R. A. S. C., appeared on remand
in connection with a series of
frauds. The charges were of
obtaining goods by false pretences
from various Indian silk stores.
Lane was further charged with
giving false information to a pawn-
shop, but that charge was with-
drawn on account of lack of
evidence.

The defendants were represented
by Mr. C. A. S. Russ.

The first witness was the man-
ager of the newly-opened Pioneer
Silk Store in the China Building.
He said that at the end of December
the defendant Lane called at his
store and bought a quantity of
silk, for which he asked per-
mission to sign a chit. Witness
agreed and the defendant signed
his name "Captain W. G. Turner,"
of the Peak Hotel, instructing wit-
ness to collect later on. Two days
later the defendant called again
and paid for the goods. The next
visit of Lane to the store was on
January 3. He bought about \$95
worth of silk and wrote down the
same name and address. It was
agreed that the goods should be
paid for in February. On January
10 he called again and left with
goods to the value of about \$75,
under the same arrangement. Not-
long after Lane had left the shop
that afternoon, Fitzgerald called
with a letter from "Captain
Turner" and asked to be shown
the same silk that had been shown
to Captain Turner. Fitzgerald
bought \$97 worth of silk and
asked to be allowed to sign a
chit for the goods. Witness refused,
because his suspicions were
aroused, and insisted on cash.
Fitzgerald left, but returned short-
ly after with Lane. Witness
changed his mind on an assurance
being made by Lane and allowed
the defendant to sign for the goods.
Fitzgerald gave his name as Captain
B. Barry, of the Peak Hotel.

Suspicious Aroused.

His suspicions increased, witness
made enquiries from the Peak
Hotel and other places to verify the
defendants' representations, but
without success. About 8 p.m. on
the 10th the defendants came to the
store. Lane asked him to show
Fitzgerald some socks, but he
refused. Defendants became
uneasy and walked out of the shop,
subsequently breaking into a run.
He followed them and, when near
the Hongkong Hotel, induced them
to return to the store. The police
were sent for and the arrest
followed.

Cross-examined by Mr. Russ,
witness said the chief reason he
gave Lane credit was the
promptitude with which he settled
his first account. At the same
time he attached importance to the
rank or titles of his customers in
advancing credit. It was true he
told Lane that he could have
credit up to \$1,000.

Mr. Russ: Did you take the
defendant to the back part of your
shop and give him whiskies?—No.
We have never given our customers
drinks.

Is it true that after the defend-
ant had taken a few whiskies he
gave the order on the January
3?—No.

Answering further questions,
witness said it was not true that
Lane called at his stall once in
uniform. If that was true he would
have recognised him as a soldier
and refused him credit.

Mr. Russ: We suggest that the
trouble arose over your liberal
supply of drinks to the defendant.
He knew nothing at all?

Witness: No.

Mr. Russ: If you allow them to
pay in February they would pay
you. They are willing to pay you
now.

A partner of Kanyamally's silk
store stated that Lane obtained
from him on January 1 over \$800
worth of silk by the same ruse.
The name written on the chit in
respect of this shop was Fitzgerald.
The defendant was wearing civilian
clothes.

Mr. Russ: The chit itself
answers the charge. The defend-
ant was sent by Fitzgerald to get
the goods, and naturally he gave
his pal's name.

An employee of Messrs Poo-
hoon Brothers stated that
Fitzgerald called at his shop one
day in civilian clothes and bought
103 yards of silk and one kimono,
valued at \$61.50. Fitzgerald asked
him to send the goods to the
Hongkong Hotel, and signed
his name as Captain S. J. Stephen.
Defendant told witness that
he lived at the Repulse
Bay Hotel. Witness did not carry
out the instructions, but instead
sent his cashier with the parcel to

THIRD TEST MATCH.

TWO NEW MEN MAKE A
STAND.

Adelaide, Jan. 15.

In perfect weather and in the
presence of 26,000 people, includ-
ing His Excellency the Governor
General, the third Test Match was
commenced to-day. Australia won
the toss.

Australia, First Innings.

Collins, b. Tate	3
A. Richardson, b. Kilner	69
Gregory, b. Freeman	6
Taylor, l.b.w., b. Tate	0
Ponsford, c. Strudwick, b.	31
Gilligan	4
V. Richardson, c. Whysall, b.	4
Kilner	72
Ryder, not out	72
Andrews, b. Kilner	72
Kelleway, not out	8
Extras	10

Total (for 7 wickets) . 275

Gilligan strained his thigh and
retired at the tea adjournment
and did not appear in the field
again during the day. He is prob-
ably resting for to-morrow's play.

England made another excellent
start but luck turned at the critical
moment, allowing two players new
to this series of tests to pull the
game round, scoring 134 for the
seventh wicket. The English field-
ing was good, especially that of
Kilner. Tate was troubled with a
recurrence of the pain in his foot
and had to retire for treatment.
Richardson's valuable contribution
was compiled in 2 1/4 hours. He
hit seven fours. The driving of
Andrews was splendid, also his
cutting and leg strokes. He batted
112 minutes and hit 9 fours.
Ryder batted stylishly for 114
minutes, hitting 4 fours.—*Reuter.*

Repulse Bay Hotel, with instruc-
tions to collect payment on
delivery.

Answering the Magistrate,
witness said the defendant did not
ask to be allowed to take away
the goods by signing a chit. The
cashier could not find the defend-
ant and consequently the goods
were not delivered.

Answering Mr. Russ, witness
said the defendant did not appear
to be under the influence of drink.
At the close of the evidence Lane
was put to the witness box. He
said he had been in the Army
for six years altogether, two
years being spent in Hongkong.
He related his visits to the various
shops.

Mr. Russ: (Why on earth should
you use the name of Captain
Turner?)

Warm Reception.

Defendant said he could not very
well explain because he could just
as well have used his own name.
Having used that name he contin-
ued to use it. Speaking of January
3 he said: "The witness was very
pleased to see me. He took me to
the back of the premises, where
there was a glass shelf displaying
all kinds of liquors, including
whisky and gin. The witness gave
me four drinks and some flat cognac
which I have never seen before."

Mr. Russ: You had no inten-
tion of giving such a big order that
day?

The defendant: No.

But after the drinks you were
more optimistic?—I was fairly
well backed up.

Defendant said on the 10th
witness urged him to buy more and
he agreed. Witness gave him some
business cards and asked him to
bring more customers. He met
Fitzgerald that afternoon and told
him he could easily obtain credit
from the Pioneer Store. He had
no intention of defrauding the com-
plainants. Had it not been for the
drinks he would not have bought
the goods. It was within his means
to pay for all the goods.

Questioned by the Magistrate, de-
fendant said his military pay
amounted to about \$100 a month,
but he was earning a salary as a
teacher in a Chinese school. He
wanted the silk to be sent home as
presents.

Several questions put to the
defendant by Sergeant Chester-
Woods, the prosecuting officer,
disclosed that all the silk had been
pawned by the defendant. Only
four pairs of socks were recovered.

Private Fitzgerald also gave
evidence and spoke of accompany-
ing Lane to the Pioneer Store.

The Magistrate: Have you
pawned your silk?

Defendant: Part of it.

Mr. Russ having addressed the
Bench, his worship said he could
not allow men like the defendants
to go about victimising the com-
munity. As regards Fitzgerald, he
was satisfied that he had been
led astray. He discharged him.
He sentenced Lane to three weeks
hard labour.

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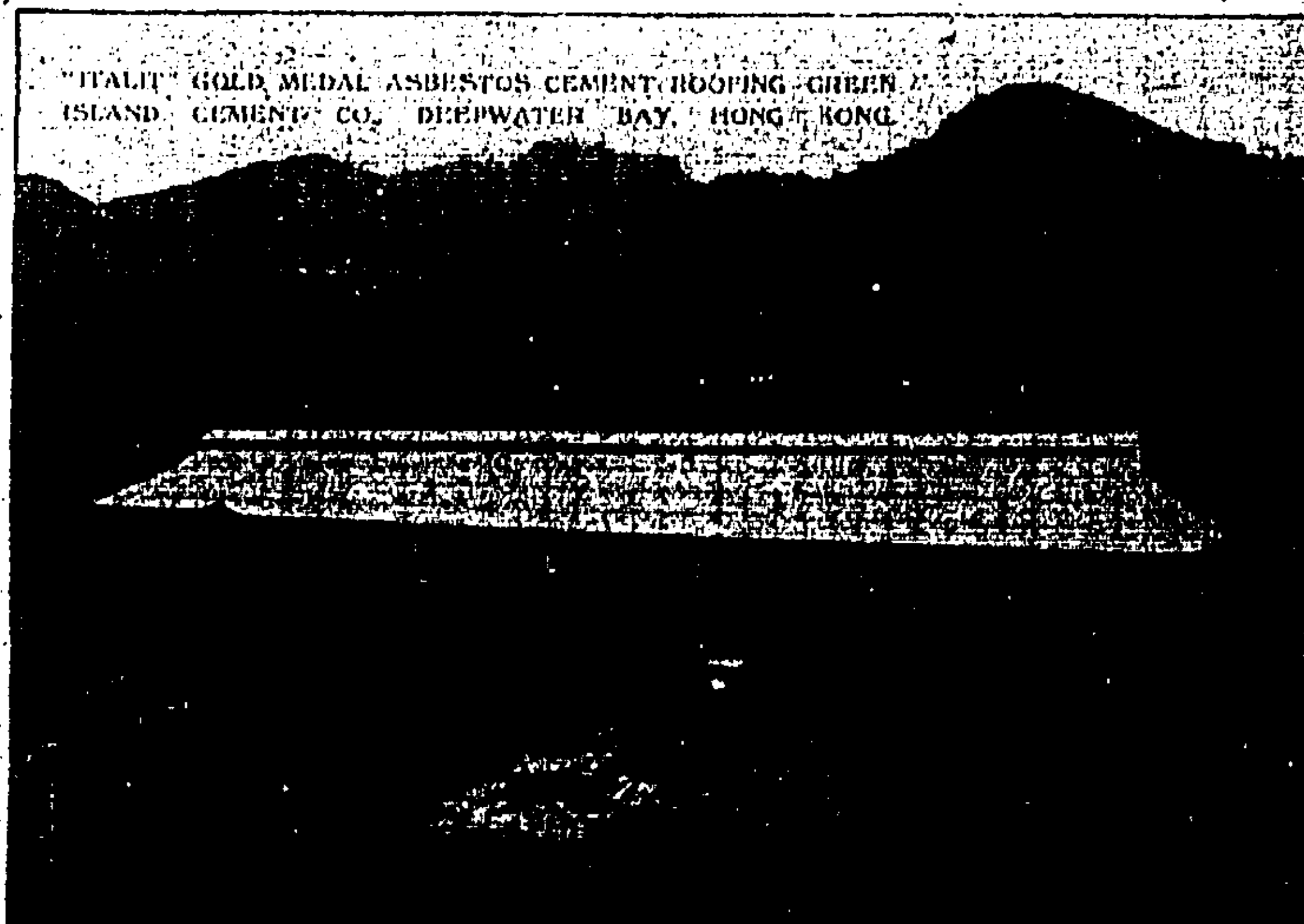
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Most people, educated or uneducated, rich or poor, young or old, except the men well trained for the medical, the artistic or the scientific professions, cannot see or hear straight, make an accurate record of what they have just seen or heard, remember it or draw a logical conclusion from it.

Reading carefully the works of good authors and thinking is the sure remedy for this mental defect.

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Dr. Eliot's five foot shelf of books will train the mind to reason as well as supply it with the best of the World's thought.

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Ladies' Silk Hosiery

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SALE AT

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Value \$1.50

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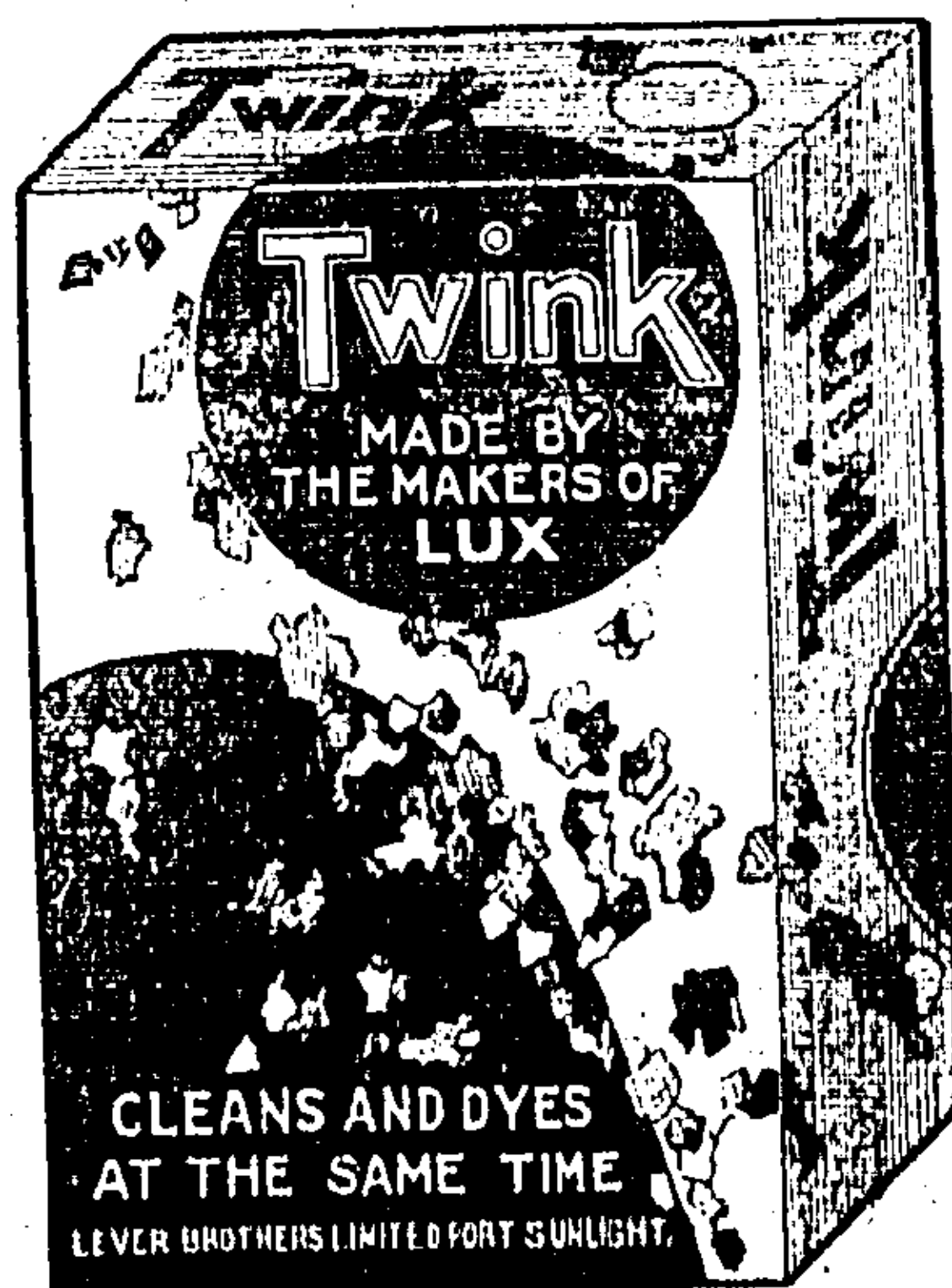
If you are going on Home Leave next year register for accommodations now in order to secure the best space. Bookings made on all Steamship Lines tariff rates.

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**THE YAUMATI RAID.****ANOTHER DEFENDANT
DISCHARGED.**

Of the twenty-nine persons arrested at the police raid at No. 122 Wauwong Street, Yaumati on the December 20 only four remain on trial for possession of the offensive weapons that were seized by the police. Two of these are on charges of possession of a revolver and the other two are charged with possession of a quantity of gag wire and wire cups fit for an unlawful purpose. On his discharge from Hospital, the man who was injured during the raid, will probably be brought before the Court.

The three defendants on the minor charge again appeared before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday afternoon, when statements were taken from them, and the third defendant discharged.

The second and third defendants who appeared in the dock yesterday were represented by Mr. H. C. Lee.

The first defendant in his statement said that he only occupied a camped in the front of the premises. He explained the presence of his hat and basket, which were taken by the police, in the rear cubicle where most of the articles mentioned in the charge were found, by saying that as he had no suitable place for his belongings he put them there.

The second defendant said that the book which was found together with certain of the articles was not his property although it bore his name. It belonged to a clansman whose name was identical with his. The characters were also written in the same way.

The only evidence against the third man was the allegation that an individual's photograph, which was found by the police with some cups and gags, was that of the defendant. The person was shown dressed in a Chinese actor's outfit. The defendant denied that he was the man in the photo.

The first two defendants were remanded for further evidence to be called. The first wished to call evidence of character and the second testimony regarding the book, which was stated to be related to a certain guild.

The third defendant was discharged.

OBITUARY.**WELL KNOWN
CARTOONIST.**

London, January 16.—The death is announced of Mr. Harry Furniss, the well-known artist.

[The late Mr. Furniss was well-known to Londoners, by his humorous black and white contributions to several London newspapers, periodicals and magazines. He was born at Wexford in 1854 and settled in London at the age of 19. He joined the staff of the London Punch in 1880. Later he toured America, Canada and Australia as a humorous lecturer. He published many books from his own pen and illustrated the works of many famous authors. He also wrote and produced many photoplays for the cinematograph, and acted in them, both in America and England.]

**TOBACCO TRADE
MARKS.****INTERESTING MANILA
CASE.**

Manila, January 16.—The Supreme Court has ruled in the case of Ingenohl versus Olsen, that the plaintiff is not entitled to the use of three trade marks claimed by the defendant, although the Hongkong Supreme Court had ruled to the contrary. The case arose during the war and involved confiscation of alien tobacco factories. The majority opinion states: "With all due respect, the Hongkong Court judgment overlooks the fact that the primary purpose of the seizure was a war measure by an ally of Great Britain, which should have been sustained under the comity of nations."—Reuter.

**CEBU CEMENT
COMPANY.****HONGKONG OFFER FOR
PURCHASE TURNED DOWN.**

Manila, January 16.—Negotiations for the purchase of the Cebu Cement Company, by Father Robert and Hongkong interests, has been turned down by the Government Board of Control here, according to President A. Barretto, representing the Cement Company.—Reuter.

NURMI THE WONDER.**BREAKS THREE WORLD
RECORDS.**

New York, January 16.—Paavo Nurmi, Finland's Marathon wonder, who astonished the world by the ease in which he won the long distance events at the last Olympic games, to-day won the 3,000 metres race at Madison Square Gardens. Three new indoor world records are claimed for Nurmi, namely the mile and three-quarters, the mile and seven-eighths and the 3,000 metres. The respective times are: 7 minutes, 55 3/5 seconds, 8 minutes 29 seconds and 8 minutes 26 4/5 seconds. The best previous time for the 3,000 metres was 8 minutes 27 4/5 seconds, which was also established by Nurmi, on September 16, 1923.—Reuter's American Service.

NEW AIR STATION.

The aerodrome to be constructed at Woodford, near Wilmalaw, Cheshire, is to be one of the finest in Britain, and is expected to develop into a first class air station for all kinds of air traffic. A farm of 163 acres has been acquired as the site. Woodford may also, it is stated, be a centre for training pilots for the special air reserve and the Territorial Air Force, and is likely to be the first air port in England for transatlantic flights. Developments are proceeding, and the aerodrome will be ready for use in the spring.

**TO GET RID OF YOUR
HEADACHE.**

Nine headaches out of ten are due to intestinal inactivity. Dispel your constipation with the aid of Pinkettes, the dainty little liver and bowel regulators, and these headaches will disappear.

PINKETTES

also banish liverishness, biliousness, flatulence, purify the breath, clear the skin, relieve Piles. Of chemists, or post free, 60 cents the vial, from the Dr. Williams' Medicine Co., 60 Kings Road, Shanghai.

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WELL.

Famous Scotch Songs**On Regal Records**

- G.7648 { ANNIE LAURIE
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 { HAME O'MINE
G.7669 { YE BANKS AND BRAES
 { THE AULD HOOSE
G.6281 { THE LEA RIG
 { MARY
G.6284 { ROTHESAY BAY
 { WHEN YOU AND I WERE YOUNG
G.7109 { WILL YE NO COME BACK AGAIN?
 { WITHIN A MILE O'EDIN BORO' TOON

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25th. Anniversary REDUCTION SALE

From January, 12th. to January, 31st.

10% to 30%

REDUCTION

in all Departments.

Ladies are cordially invited to call
and inspect goods.

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WINEGLASSES**
Given away with Hall's Wine.
There's Health in every
dose of HALL'S WINE

If you are run-down or weak through illness, buy a bottle of Hall's Wine to-day and take your first dose of this great health-giving tonic in the special Crystal Wineglass which is presented FREE to every purchaser.

From the very first wineglassful you feel better, look better, and you will soon be able to enjoy life again.

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THE SUPREME TONIC RESTORATIVE

Hall's Wine is strongly recommended by British doctors to build up health and strengthen nerves.

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WANTED for quick possession: 4 or 5 roomed house, modern appliances, good situation, Hongkong or Kowloon, by European. Apply Box 1265 c/o "Hongkong Telegraph."

WANTED. — Unfurnished European Flat or Small House from March 1st, 1925. Apply Box 1267 c/o "Hongkong Telegraph."

TO LET.

SPACIOUS OFFICES. Second floor, China Building. Premises available February 1st. Inspection any time during business hours. Apply The Hongkong Excavation, Pile Driving and Construction Co., Ltd.

TO BE LET.

TO LET.—Office Room in Central position. Apply: Linstead & Davis, Alexandra Building.

TO LET.—One large Office suitable for a Shipping Company, Architect's Office, or Insurance Company. Apply to Holyoak, Massey & Co., Ltd., Queen's Building.

TO LET.—Large Office on first floor (front) of Powell's Building. Apply: Registered Office, Wm. Powell, Ltd., 12, Des Voeux Road.

FOR SALE.

FOR SALE.—KELLET MAJOR BEING NO. 185 THE PEAK. POSSESSION NEXT MAY.—H. Percy Smith No. 6, Des Voeux Road Central.

FOR SALE.—No. 7 Stewart Terrace, 270 Peak. 5 Roomed House, Modern sanitation. Apply F. A. Mackintosh, MAC-KINTOSH & Co., Ltd.

STUDEBAKER Motor Car, property of Major General Sir John Fowler who is leaving the Colony. Five Seater Touring Car, 8 x Cylinders, 29 H. P. Car can be seen at Head Quarter House by arrangement with A.D.C. Price \$1,500.00.

Other Notices appear on page 12

FOR SALE.

SMALL Electric Light Plant (Unit Electric) suitable for small house 110 Volts direct current. Generator Cost \$850; will accept \$400.—Ropiles to Box No. 1263, c/o "Hongkong Telegraph."

A. D. C.

"ST. JOAN"

OWING to the unprecedented demand for seats the A.D.C. have the pleasure to announce a further extra evening performance on Wednesday 21st inst. at 9 p.m. in addition to the one on Thursday 22nd inst.

It should be noted that seats once booked cannot be changed.

HONGKONG ST. ANDREW'S SOCIETY.
BURNS ANNIVERSARY DINNER
HONGKONG HOTEL

FRIDAY, 23rd. JANUARY, 1925
will Members intending to be present please advise the undersigned by MONDAY, 19th inst.

A. RITCHIE,
Hon Secretary.

THE HONGKONG INVESTMENT AND AGENCY CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTY SEVENTH ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Offices of Messrs. Jardine, Matheson & Co., Ltd., on TUESDAY, 10th. FEBRUARY 1925, at noon for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st. December 1924.

The REGISTER of SHARES of the Company will be CLOSED from Friday, 23rd. January to Tuesday 10th. February, both days inclusive, during which period no transfer of shares can be registered.

By Order of the Board of Directors.

L. S. GREENHILL,
Secretary.

Hongkong, 13th. January, 1925.

LATEST METHOD.—BALL ROOM DANCING, Miss DORIS WOODS has now returned from London. Pupil of Miss Josephine Bradley, London's Greatest Teacher, Winner of the Fox-Trot Competition of Great Britain, 4 years in succession, Studio 3, Beaconsfield Arcade. Tel. 3128. Revised terms on application.

"SAINT JOAN"

THE GREATEST PLAY
OF THE CENTURY.

EVENING PERFORMANCES
January 17th
and 22nd at 9 p.m. sharp.

MATINEE

January 21st at 4.30 p.m.

\$3. \$2 & \$1.

Seats once booked cannot be changed.

Booking for \$3 & \$2 Seats at
THE ANDERSON MUSIC
CO., LTD.

Bookings for the
CHINESE NEW YEAR'S EVE
FANCY DRESS BALL
at
THE HONGKONG HOTEL
on
January, 23rd.
ARE NOW CLOSED.

Reservations may now be made for a

SPECIAL DINNER DANCE

to be held on

Chinese New Year's Eve

Friday, January 23rd at

REPULSE BAY HOTEL

Phone—Hongkong Hotel, C. 32
Repulse Bay Hotel, C. 807.

NOTICE.

ON 1st. January, 1925, Mrs. E. M. V. Remedios retired from the firm of J. P. V. Remedios & Co. on account of ill health.

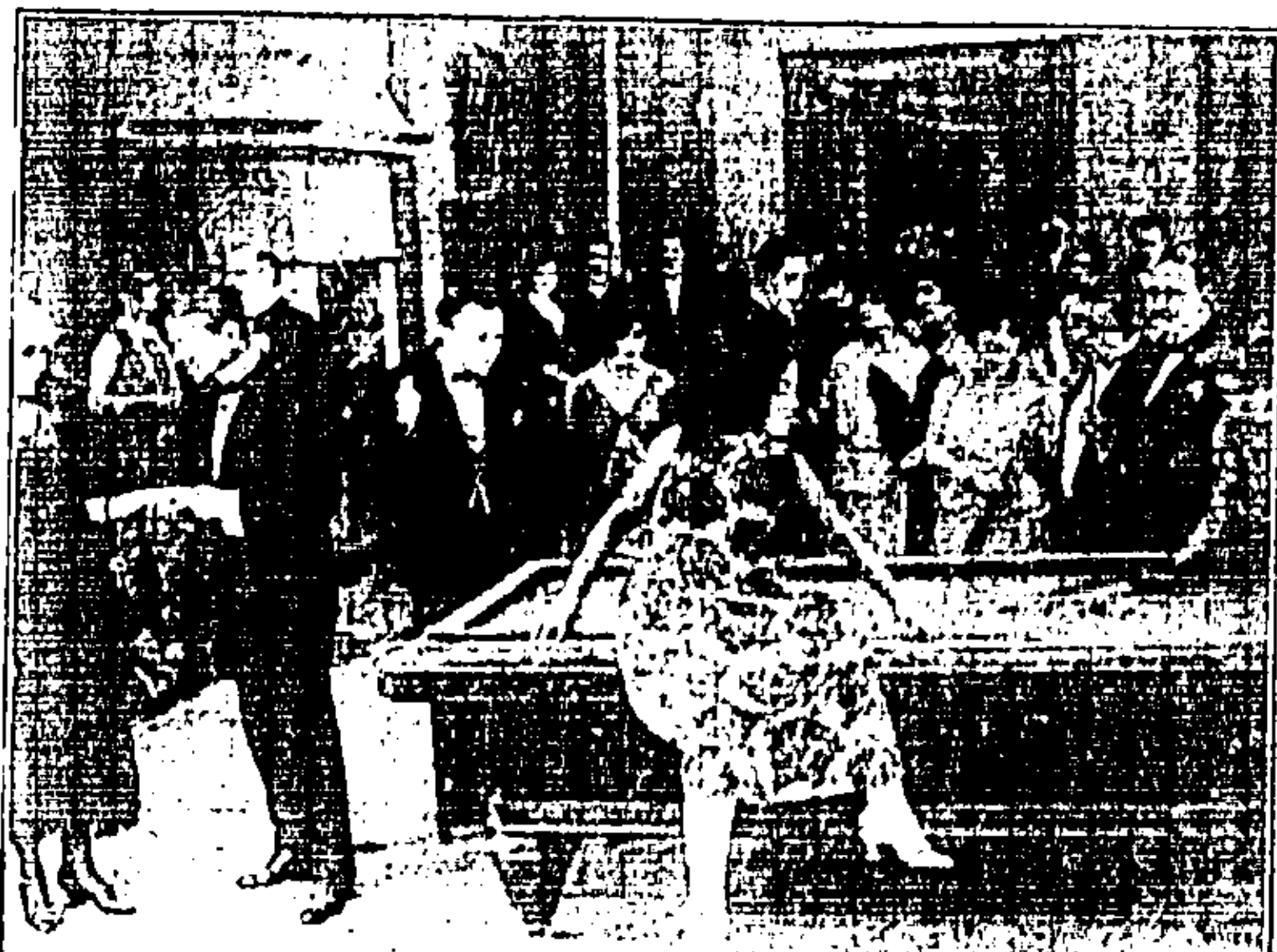
THE WORLD THEATRE

LAST CHANCE TO SEE

EUROPE'S MOST CHARMING SCREEN STAR
FRANCE DHELIA

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THE LOVE DRAMA MAGNIFICENT, BASED ON THE WORLD FAMOUS NOVEL BY GASTON ROUDE

Here is a passionate true French Love Story—Nude and without Hypocrisy.

Stars Pretty Women with Gorgeous Gowns of the Latest Creations that will attract the attention of Hongkong's Well-Dressed Ladies.

HULA-HULA, JAZZ, BALLET WITH VIVACIOUS AND ARTISTIC MOVEMENT.

Those who expect to see Natural Scenes similar to those described in Marcel Prevost's famous novel, will have a pleasing surprise because the producers added peppery scenes to it and made the film version really better than the book. Gorgeously gowned and with magnificent settings presenting a blaze of wealth and luxury, this picture will surely be numbered among the greatest attractions of the season.

FINAL SHOW TO-DAY, 5.15 and 9.15 p.m.

Don't Miss Your Last Opportunity
STARTING TO-MORROW

DOUBLE FEATURE IN ONE PROGRAMME
CONWAY TEARLE in "THE RIFLE."

Also EUGENE O'BRIEN in "HIVALROUS CHARLEY."

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COMING. WILLIAM FOX presents

"OVER THE HILL"

Watch for its opening date

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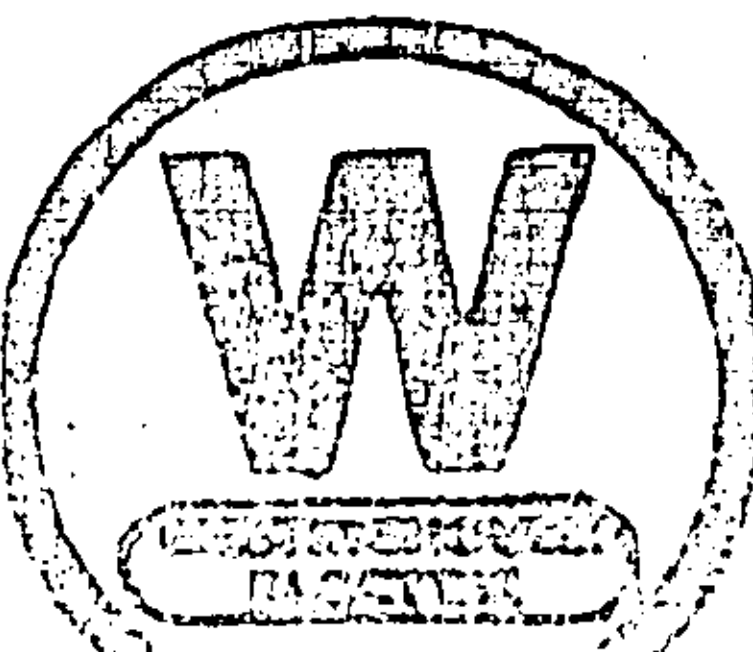
HONGKONG STOCK
EXCHANGE.

THE following are members of the above Exchange.
Abraham, Ezra Logan, W.
Alves, A. A. Matheson, R. T.
Bagram, J. T. Nisim, A.
Benjamin, V. Olan, O. W.
Birkett, H. Postonji, R.
Cox, M. J. Potts Geo, H.
Croucher, N. V. A. Potts, P. C.
Ellis, F. M. Raymond, E. M.
Gould, Joseph. Silva, P. M. N. de
Gutterros, A. A. Smyth, F. R.
Lammert, Geo. A. Toster, P.
Lammert, H. A. Kew Prod.
By order of the Committee,
A. NISSIM,
Secretary.

NOTICE.

HONGKONG SHARE-
BROKERS ASSOCIATION.

THE following are members of the above Association:—
A. H. Carroll Sou Kon Chi
M. A. Razaek Harry O. Odell
J. W. Kow Soo Poi Shao
O. Kitchell W. J. Carroll
Yip Yung Pak P. M. Hodgson
F. M. L. Soares M. P. Lo
H. E. Edwards F. X. V. Ribeiro
J. F. Gross Lau Tak Po
V. Yvanovich A. A. Lopes
A. P. Groves F. X. d'Almeida
Kemedios
H. M. H. Email Jack Behar
Mr. Soo Pui Chen
By order of the Committee,
J. W. KEW,
Secretary.



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Lammert Bros.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Tuesday, the 20th Jan. 1925

commencing at 2.45 p.m.

at No. 6 Victoria View,

Nathan Road, Kowloon.

A Quantity of Valuable Household Furniture,

Comprising:—

Teak Extension Dining Table,

Dining Chairs, Teak Side Board,

Teak Dinner Wagon, Dinner

Service, Glass Ware, Ice Box,

Standard Lamps, Screens, Singe

and Double Teak Wardrobes

with Glass Doors, Teak Bed-

steads Toilet Seta, Rugs, Brass

Ornaments, etc. etc.

and

One Sewing Machine.

Catalogue will be issued.

On view from Monday, the

19th January, 1925.

Terms:—Cash on delivery.

LAMMERT BROS.

Auctioneers.

PUBLIC AUCTION

By Order of the Mortgagees

PARTICULARS OF SALE

of

Valuable Leasehold

Properties

situate at Kowloon and

known as

The Remaining Portion of Kow-

loon Inland Lot No. 629 to be

sold by

PUBLIC AUCTION

on

FRIDAY, the 6th day of

February 1925,

at 3 o'clock p.m.

by

Messrs. LAMMERT BROS.,

Auctioneers.

at their Sales Rooms, Duddell

Street.

PARTICULARS:

The lot is the Remaining Portion

of Kowloon Inland Lot No.

629 and covers an area of 7 1/2

sq. ft. or thereabouts and is held

for the term of 75 years from

the 25th day of December 1894.

The Crown rent is \$34.25 per

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For further particulars and

conditions of sale apply to—

Messrs. JOHNSON STOKES

& MASTER,

Solicitors,

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or to

Messrs. LAMMERT BROS.,

Auctioneers,

Duddell Street.

Hongkong, 9th January, 1925.

A. B. C.

AUCTION ROOMS.

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Furniture Auctions

EVERY

Tuesday and Friday.

L. E. S. HODGE,

Auctioneer.

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AUCTION ROOM.

PALACE HOTEL ANNEXE
39, Haiphong Road, Kowloon.

PUBLIC AUCTION.

The Undersigned will sell by

Public Auction,

on TUESDAY,

January 20, 1925, commencing at

5.30 p.m.

A Quantity of Valuable Household

Furniture,

Comprising:

Teakwood Cabinets, Dining

Tables and Chairs, Dressing

Tables, Sideboard, Chest of

Drawers, Screens, Bookcase, Wash-

stands, Cutlery and Glassware,

Writing Tables and Desk, Mant

Safe, Hatstands, Round Tables,

Rocking Horse, Brassware, 1 New

Cooking Stove (No. 7).

Also

Iron Bedsteads, Iron Safes,

Fender, Stove, Electric Fan, Elec-

tric Heater, Sofa, Richea, Peram-

ulators, Majing Seta, Striped

Overcoats, Blackening, Herges,

Facecloths, Striped Flannels,

Sweaters, &c., &c.

Terms:—Cash before delivery.

D. C. BAPTISTA,

Auctioneer.

Hughes & Hough

LIMITED

IMPORTERS, EXPORTERS AND
GENERAL AUCTIONEERS.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction, (For Account of the Concerned),

on TUESDAY,

the 20th January, 1925, commencing at 2.30 p.m., at their Sales

Rooms, No. 8, Des Voeux Road,

Corner of Ice House Street,

Valuable Household Furniture,

&c., &c., &c.

Comprising:—

Double Teakwood Bedsteads

with mattresses, large and small

Wardrobes, Dressing Tables,

M-T. Washstands, Teakwood

four fold Screens, Chestersfield

Sofas and chairs, Dining Table

and Chairs, Tea Tables, Side-

boards, Dinner Waggon, Dinner

Sets and Glass Ware, Toilet Sets,

Cutlery, Electro-plated Ware,

Electric Reading Lamps, Brass

Fenders and Fire Irons,

&c., &c., &c.

also

Blackwood Teapots, M-T. Black-

wood Flower Stands, Blackwood

Side tables, Blackwood Cabinets,

Curio Stands and 1 Blackwood

Wardrobe.

And

1 Enamel Bath, 1 new Carpet,

Typewriters, 1 Gramophone, 1 new

cooking stove (No. 8).

(Full Particulars from

Catalogue.)

Terms:—Cash on delivery.

HUGHES & HOUGH, LTD.,

Auctioneers.

Hongkong, January 15, 1925.

FOOD CANNOT UPSET
YOUR STOMACH

If you take two or three little tablets of Bismarck Magnesia immediately after eating. When you have pain in your stomach the trouble is due to excessive acid or food fermentation. Bismarck Magnesia Tablets neutralise the acid, stop the fermentation, and in five minutes your stomach is doing its work in a painless, normal manner. If you have dyspepsia, gastritis, indigestion, or just a plain everyday pain after eating, go to the nearest chemist and get some Bismarck Magnesia Tablets. A large flask costs very little and if you will take as directed you will find you can eat what you like without fear of any following discomfort. Further, it is usually found that the simple taking of Bismarck Magnesia adds strength and power to the vital organs. It is urged, however, that the "Bismarck" oval trade-mark sign be seen when purchasing.

CHINA AUCTION
ROOMS.

China Building,
Ground Floor.

If you have anything you would like to sell, exchange or advertise, send it to the CHINA AUCTION ROOMS.

E. V. M. R. de SOUSA,

Auctioneer.

Tel. C. 4453.

The Undersigned has received instructions to sell by Public Auction, for account of the concerned, on TUESDAY,

January 20, 1925, at 2.30 p.m., at the China Auction Rooms, China

Building.

Valuable Furniture and

Household Sundries,

comprising:—

Blackwood Settees and Arm-

chairs, Mahjong Tables, Long

Tables, Long Chairs, Curio Ca-

binets, Flower Stands, Teapots,

COUGHS and COLDS

When dryness of the THROAT or irritation in the NOSE tells you that a COUGH or a COLD is impending, the time has come to take

FLETCHER'S COUGH LINCTUS

The best remedy for
COUGHS, COLDS, ASTHMA, BRONCHITIS
INFLUENZA etc.

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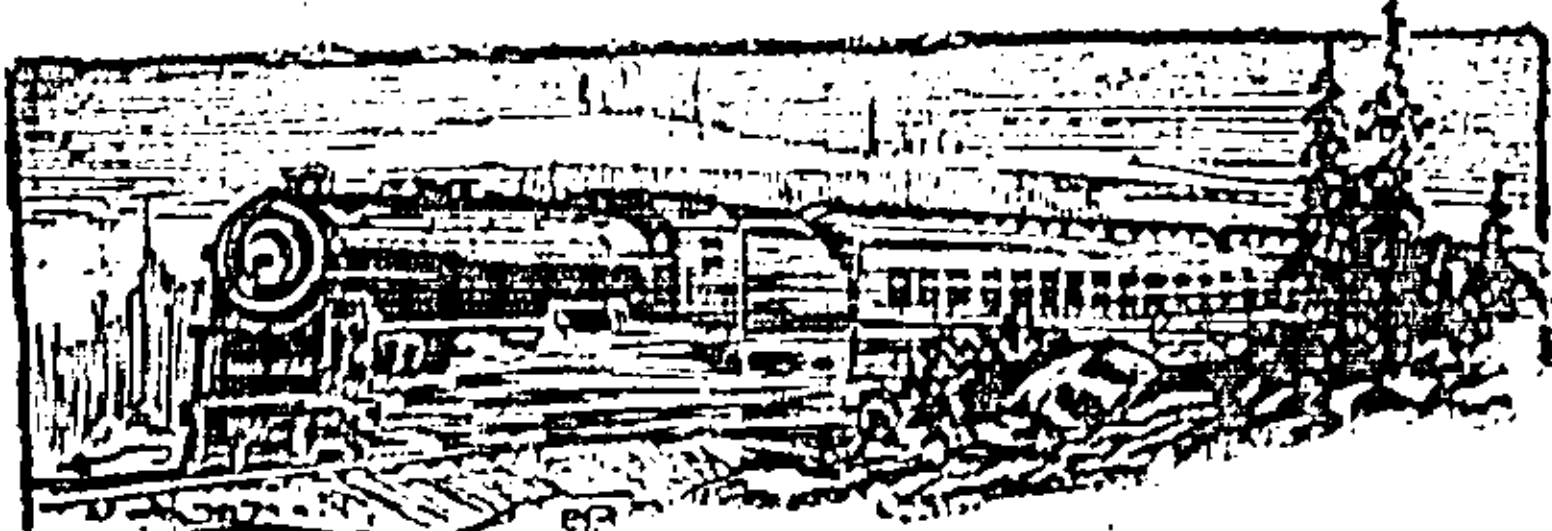
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Attention of those contemplating Home Leave is drawn
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When you can obtain speedy relief by taking

PHOSPHO-QUININE TABLETS

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STEAMER FOR
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Through Bills of Lading issued
for Batavia, Persian Gulf, Con-
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African Ports.

THE Steamer "SICILIA" Capt.
H.C. DAVIS, D.S.C., R.N.R.,
carrying His Majesty's Mails will
be despatched from this port
on or about THURSDAY, the
22nd. Jan., 1925, at Noon taking
Passengers & cargo for the above
Ports.

Silk and Valuable Cargo for
Italy, France and London (under
arrangement) will be conveyed
by this Steamer proceeding to
Bombay and there transhipped
to the on-carrying Steamer to
Marseilles and London.

Parcels will be received at the
Office until 5 p.m. on the day pre-
vious of sailing. The contents and
value of all packages must be
declared.

For further particulars, apply
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MACKINNON, MACKENZIE
& CO.,
Agents.

Hongkong, Jan., 14th. 1925

TRUE TONE

is not only pleasant
to hear but is import-
ant to beginners, who
will learn more rapid-
ly by practising on a
piano which is well
made true, in tone and
responsive of touch
such as

THE
MORRISON
PIANOS

Let us show you at

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fitted with

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**HONGKONG JOCKEY
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AN Extraordinary General
Meeting of the Club will be
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day January 22nd. 1925 at 5.30
p.m. for the purpose of propos-
ing a resolution to adopt
the revised Rules and Regu-
lations and Rules of Racing
as the Rules and Regula-
tions and Rules of Racing of the
Club.

A copy of the revised Rules and
Regulations and Rules of Racing
may be inspected by members at
the office of the Secretary upon
application.

By Order,

C. B. BROWN,
Secretary.

Hongkong, January 12th, 1925.

FOR ATTENTION OF MASTERS
OF NORTH-BOUND STEAMERS.

AS, during the North-East
Monsoon there is always a
possibility of North-bound steam-
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COAL, this is to inform you that
TAIT & CO., AMOY, (a well-
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JAPANESE BUNKER COAL
AT REASONABLE PRICES.

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"TAIT" or "COALBUNKER"
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attention.]

Bentley's Complete—Phrase
Counselled.

CORRESPONDENCE — desired
with persons interested in
purchasing or selling mor-
chandise in the U.S.A. The Globe
Drug Co., (G. T. Edwards) 1799,
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Cal., U.S.A.



SPECIAL WINDOW SHOW OF

TRAVELLING REQUISITES

THE WARDROBE TRUNK answers the requirements of the
constant traveller and also the one who makes occa-
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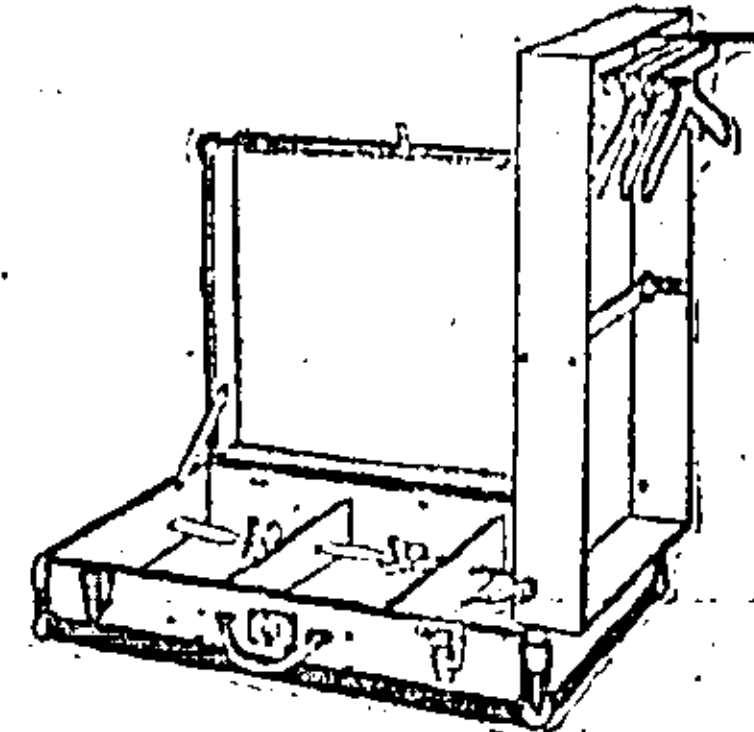
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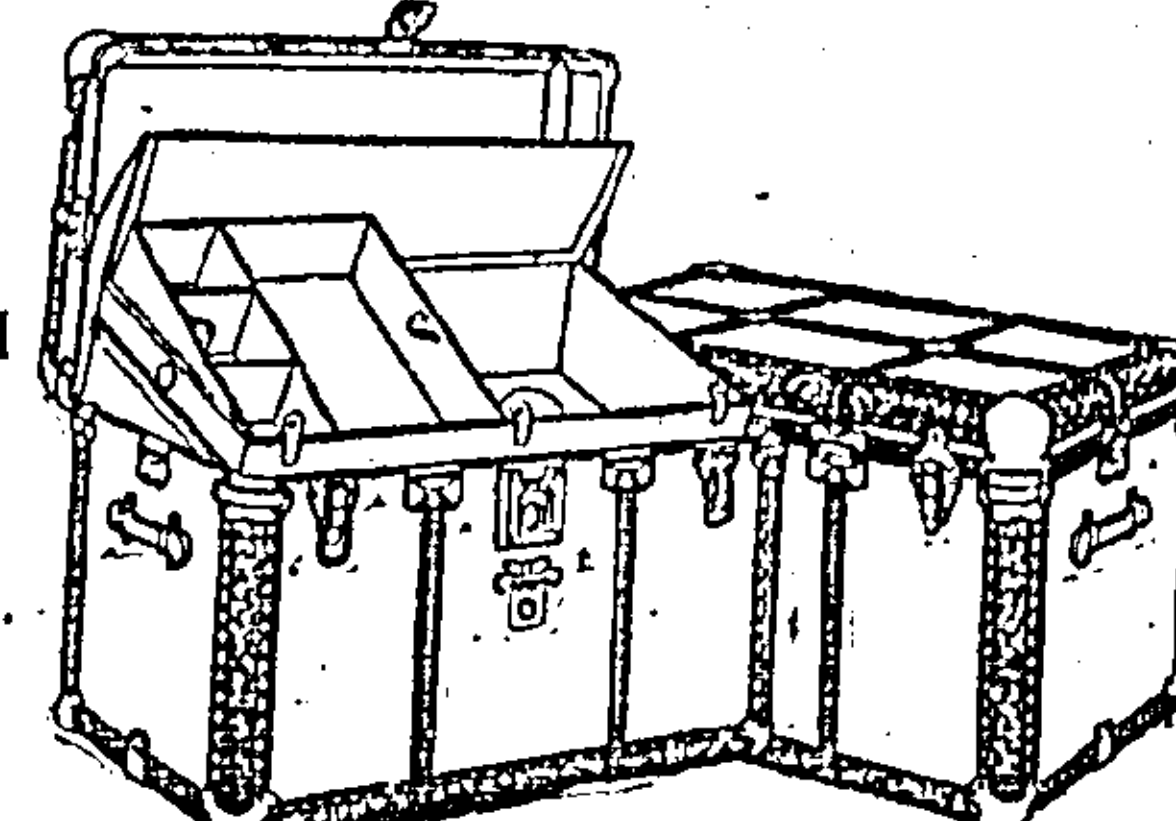
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Rugs in many colourings.

Prices range from
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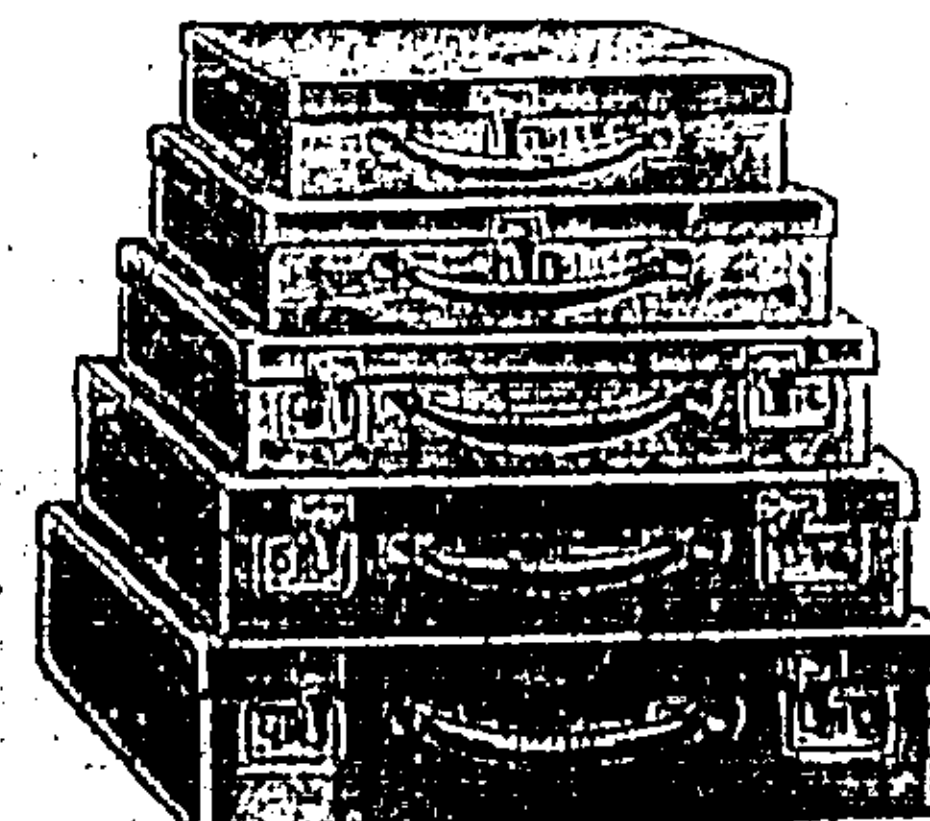
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Sizes 10" 12" 14" 16" 18" x 3 1/2" to 4" deep
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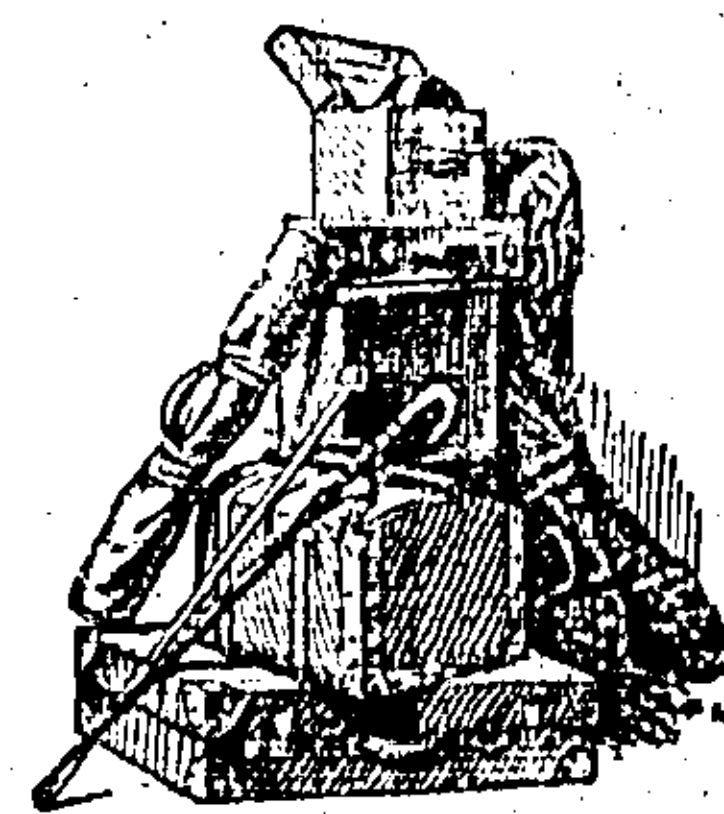
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CAPABLE OF HANDLING SHIPS UP
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ELECTRIC CRANE AT SEA WALL CAPABLE OF
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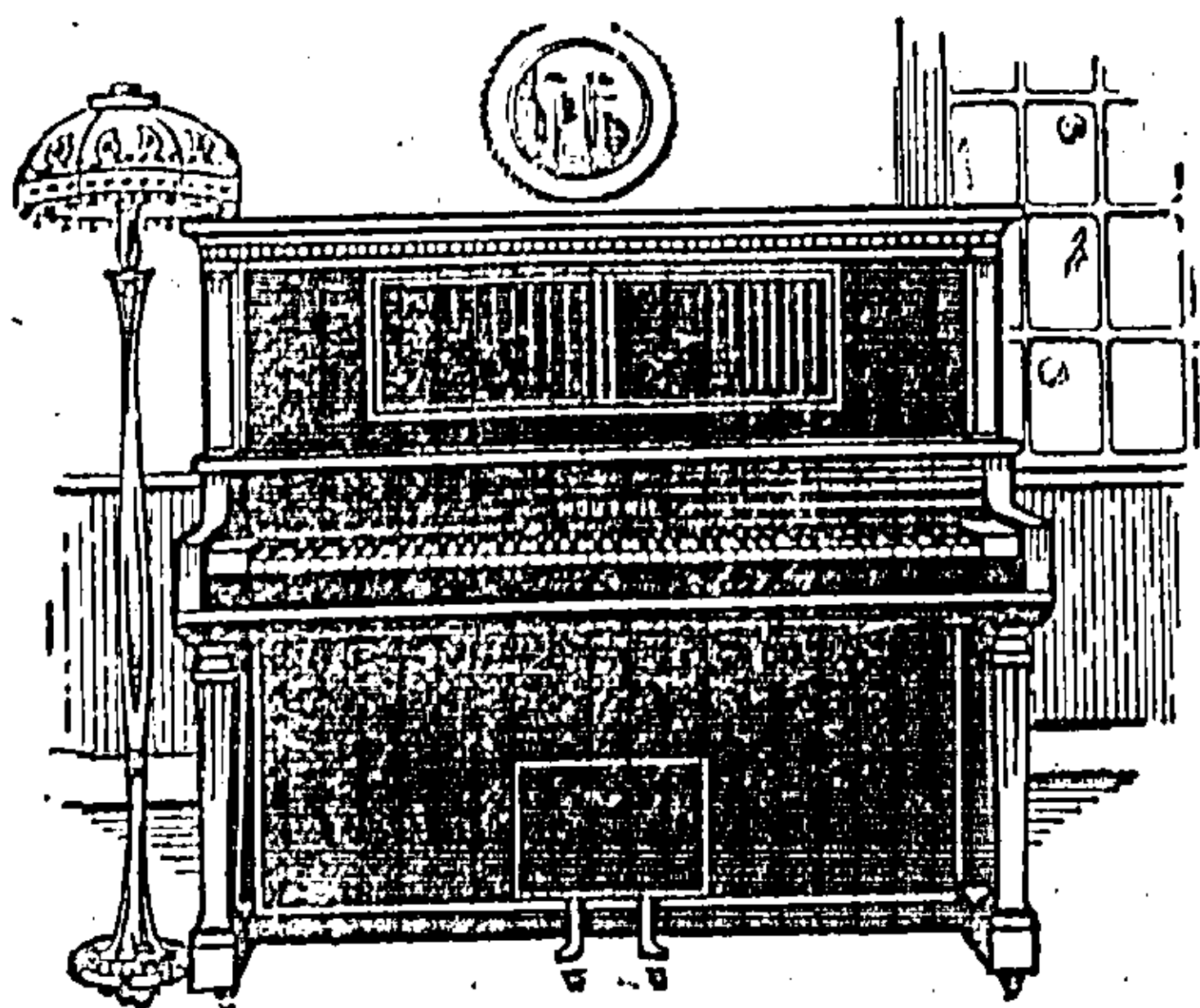
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Its dryness and aroma are features which give this beverage the immense popularity it deserves.

It has been repeatedly declared by travellers, tourists and others, that WATSON'S DRY GINGER ALE is UN-EQUALLED by any similar product throughout the world.

A. S. WATSON & CO., LTD.
AERATED WATER MANUFACTURERS.



A MOUTRIE PLAYER PIANO

Easy to manipulate.
Can be played as an ordinary piano.
Is a pleasant change from the Victrola for dance music.
Renders classical music with delicacy.
Full scale (88 notes).
Special construction for the climate.
Easy payments arranged.

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THE NAME IS EVERYTHING
WHEN YOU WISH TO BUY
REALLY DELICIOUS FRUITS.

GOLD BAR BRAND FRUITS

HAVE CAPTIVATED EVERYBODY BE-
CAUSE OF THEIR DELIGHTFUL
FLAVOUR AND SUPREME QUALITY.

THE GOLD BAR SERIES INCLUDE

PEACHES CHERRIES
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TRY THEM AT OUR DEMONSTRATION.

From JANUARY, 12th. To 17th.

Served with Nestle's pure Cream
THEY CANNOT BE SURPASSED.

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The Telegraph.

HONGKONG, 17th Jan., 1925.

A CAUSE CELEBRE.

Unique in its main features is the suit which has had all London and a good deal of the world agog for the past two months, and is variously described as the Midland Bank case or the case of "Mr. A." We recollect that more than a year ago one of the London papers got an inkling of the affair, and published a guarded statement about it, but this was promptly denied. Nevertheless it was a distinct "scoop." Evidently the intention was to hush up the whole matter; but the claim brought against the bank has required the dragging of all the parties into the limelight and the whole story becoming public. It has certainly proved one of the greatest sensations in the history of court trials in England, and is likely to live long as one of the big cases of the century. For political reasons, an attempt was made to preserve the anonymity of the exalted victim, an Indian prince, who had bestowed on him the name "Mr. A." and set everyone guessing about him for some little while. The revelation of his identity caused something of a sensation in India, where he was known as one of the modern sporting Indian rajahs, and a popular personage with the British community. Naturally, there has been a great deal of sympathy for him in the position his rank and wealth have placed him in, and much criticism of the people into whose snare he fell.

The case is not to be suffered to become a passing wonder of the proverbial nine days, for there is an appeal by the original plaintiff and a criminal action against one of the individuals concerned. But it is not the purpose of this reference to traverse the facts of the trial which has concluded, or the prospects of the coming suit. We look upon the case from the aspect of its wider results—those very results which the law tried to avoid by its use of an incognito for the victim of the ruse by which cheques for a total of £300,000 were obtained. The reaction of the publicity, apart from the original victimisation, is not calculated to enhance the friendliness of either the prince concerned or his people, or for that matter Indians in general, towards the

West. To an uninitiated reader of the trial it might appear that the events brought out under cross-examination are a general reflection of prevalent mentality and morality. Fortunately, such is not the case, and we are very glad to see how the whole affair has roused the anger both of the British newspaper press and the public of all classes. The publicity must be deplored owing to the effect it has inevitably had in certain quarters; but better this than the opportunity for crookedness in secret. If these revelations serve no other purpose than to act as a warning, they will have been justified.

Obstruction.

The facts related yesterday by a correspondent regarding the misuse of the side-walk on Caroline Road, Causeway Bay, will, we hope, be regarded as of sufficient seriousness to warrant a speedy remedying of the complaints. With the increasing dangers caused by motor traffic, it is essential that our footpaths be kept as free as possible for pedestrians, especially in localities where such traffic is heaviest. Obstruction of pavements is still all too common in Hongkong, as can be seen by a walk round the busier centres of the city, where innumerable small traders have their regular "pitches" and cause considerable inconvenience to passers-by. We have even seen Government departments guilty of obstructions on side-walks—to a much more serious degree than many a shopkeeper who is prosecuted for allowing merchandise to block up pavements whilst he is handling it. All too often, the official attitude on this matter appears to be "Do as I tell you; not as I do." To our way of thinking, the authorities should set an example in this direction; otherwise, its behests are liable to be disregarded by those who offend.

A Wireless Wonder.

Applied science has come into the limelight by the practical transmission of pictures by wireless, of which we gave an example in our issue of yesterday. So rapid is the progress of new devices for bridging space and penetrating walls that the man-in-the street is almost surfeited. The composites of almost innumerable tiny photographs transmitted by the radio impulses of dots (an example of which was seen in yesterday's photograph of Mr. Baldwin, sent across the Atlantic), are not the perfected picture we shall later behold. But they mark a beginning of a development whose ultimate outcome it would be rash to limit in a prophecy. We appear to stand on the threshold not merely of scenes projected overseas directly from the events in progress, but of further possibilities in the way of television which may make visible other human beings thousands of miles away, even as now radio makes them audible. Making mention of current marvels in this and other directions, an American newspaper says that man will, perhaps, eventually "take Gabriel's own trump as merely a motor horn and decline to take note of the Judgment Day itself on the ground that—if he chooses—he will find all the details and the pictures in his favourite newspaper within a few minutes of the occurrence."

"ST. JOAN."

LAST NIGHT'S SUCCESS.

To another crowded house, including His Excellency the Governor and party, the A. D. C. splendidly presented "St. Joan" again last night. It can indeed be said that all those taking part have caught the very atmosphere of the period of the play and endowed the many roles portrayed with convincing realism.

It is a nothing short of a remarkable triumph, that an Amateur Dramatic Society should be able to command the rapt attention of an audience for nearly four hours, in the presentation of a play which would tax the abilities of leading professional companies, and it is worthy tribute to say that it is difficult to imagine a better interpretation. There will be another performance to-night, whilst yet a further additional evening performance has been arranged for Wednesday next.

DAY BY DAY.

CHILDHOOD HAS NO FOR-
BODINGS, BUT THEN, IT IS
BOOTHERED BY NO MEMORIES
OF OUTLIVED SORROW.—George
Elliot.

Our football cartoon, by Stan Hill, is unavoidably held over. It will appear on Monday.

His Excellency the Governor has appointed Dr. A. G. M. Severn to act as a Medical Officer of Health.

No fewer than 622 sticks of dynamite were seized by police officers on a fishing junk at Cheungchau. The crew were arrested.

A cheque for \$4,500 was cashed at the Kaiting Bank at Bonham Strand yesterday before it was discovered that the document was forged.

It is notified for general information that the Full Court of three judges will hold its next sitting on Monday, 2nd February, at 10.30 a.m.

The Gazette contains traffic regulations for the coming Races, as well as regulations regarding the firing of Chinese crackers during the Chinese New Year.

Three pirates boarded a Hongkong trading junk from a fishing junk off Mira Point yesterday and transferred cargo valued at over a thousand dollars to their own boat.

Thieves who broke into the Waisan Knitting Factory at Causeway Bay the night before last, by way of the skylight, carried away seven sewing machines, valued at \$2,100.

The forthcoming wedding is announced of Mr. William Joseph Brown, of the China Light and Power Co., Ltd., to Miss Winifred Louisa White, en route from England by the s.s. Atsuta Maru.

It is notified that, at the expiration of three months, the Britto and Company, Limited, will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

It is notified that, at the expiration of three months, Lung Hing Cheung Company, Limited, will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

Coming land sales include the following:—New Kowloon Inland Lot 989, comprising 8,000 square feet, upset price \$800; and Kowloon Inland Lot 1959, containing 6,000 square feet, upset price \$9,000.

The net proceeds from the charity football match between the Army and Navy amounted to \$539.48, the sum being distributed as follows:—Naval charities, \$269.74; Garrison Ladies Help Society, \$50; Chaplains' Fund, \$219.74.

In a collision between a motor car and a rickshaw at Des Voeux Road West early this morning, a coolie was severely injured, whilst his fare received minor injuries. Both were taken to the Government Civil Hospital. The driver of the car has been detained by the police.

The offices of the Sun Kwok Wah Po, a Chinese newspaper, at No. 105 Winglok Street, were damaged by a fire which broke out last night in the second floor of the building. The second floor was burnt out, whilst the contents of the lower stories were damaged by fire and water. The property was insured.

A statement has reached us from natives of Kongmoon that the master of the Portuguese tug Dogola, which recently rammed and sank a pirate launch near Rattler Island, has received the following letter written in Chinese and signed "The Avengers":—"Our comrades will not be forgotten. Your life is forfeited."

The Offices of the Supreme Court will be open daily from 10 a.m. to 1 p.m. during the Chinese New Year Vacation, except on Public and General Holidays, when the offices will be entirely closed. The Chinese New Year Vacation will commence on the 24th January and terminates on the 28th January, 1925, (both days inclusive).



I have been much interested in reading the account of the expedition which has been organised to hunt what is believed to be a dinosaur which has been seen frequenting the shores of a certain lake in South America (precise locality secret). All too little is known of these prehistoric monsters, and should the expedition prove successful in its objective it will be the most noteworthy contribution to zoological science since my learned friend, Professor Barmion Crumppott, F.R.S., succeeded in reconstructing the skeleton of the pterodactyl from a single fossilised tail-feather of that interesting reptile. Zoologists from



all parts of the globe came to view it and to congratulate my friend on his remarkable achievement, and had it not subsequently transpired that the fossilised tail-feather was, in point of fact, nothing more nor less than the discarded backbone of the Professor's breakfast haddock, there is little doubt but that he would have been made *honoris causa*, one of the keepers in the parrot house at the Zoo.

An ex-soldier, I see, after trying various methods of earning a livelihood, has at length set up in business as a bloater-curer. Should he be requiring a good, sound advertising-slogan I would respectfully suggest:—
BINK'S BLOATERS.
Straight from Yarmouth to YOUR mouth.

Once again the question is being discussed of whether or not we should have a National Opera House wherein to produce native operas given by native artists. Keen student of music as I am, you really ought to hear me play "Chopsticks"—I do not think the scheme is either practical or advisable. To begin with, our stock of native operas and operasingers is by no means large, and the chances are that, in order to keep the show going, we should be very soon compelled to revert to the more popular Italian opera—that extraordinary musical production which, though boasting an Italian name, is usually rendered by Spanish vocalists singing in French, a German orchestra playing in tonic-sofa, and a Russian ballet dancing in next to nothing. A further point is that, owing to the present high prices of port and eggs and bottled stout, opera is an expensive luxury nowadays. Hence men who want to go to sleep after dinner elect to patronise the so much cheaper Turkish bath, or else enter Parliament, where, instead of paying to go to sleep, they get paid £400 a year for doing so.

RYHMES WITHOUT REASON.

A certain young lady named Cholmondeley
Remarked to a friend somewhat glomondeley:
"Why do men all grimace
When they look at my face?
Are my features so very uncolmondeley?"

A reader has written asking me what the little stars are for between the paragraphs of "Mixed Grill." Perhaps I ought to have explained before that they are inserted on "Safety First" principles. They are to enable shipwrecked sailors to steer without a compass.

Already "carols" have begun to haunt my front garden. Last night I distributed upwards of a ton of coal amongst fourteen Good-King-Wenceslases and twenty-three Christians-awake. I also had a long argument through the letter-box with the First Nowell and a heart-to-heart talk with the navigator of three ships. In glowing phrases I told them one and all that when I wanted to hear an imitation of an aethiopic goat moaning for its young I'd send them a postcard, how?

As matters stand at the moment I have already facilities for hearing all the *al fresco* music I want: My next-door neighbour is one of



those all-the-year-round gardening maniacs, and even in those dark and chilly January mornings I can hear his garden-roller in full song.

A writer in a contemporary accuses the modern girl of marrying for money and not for love. If this be true, we shall certainly have to remodel our drawing-room love-songs, and the passionate lyric of the near future will, I predict, run somewhat as follows:—

No red, red rose I send thee, sweet,
As emblem of my passion true;
Instead of it, I send a boat
P. O. for just a bob or two.

No kiss I press upon your lip
(Such demonstration strictly barred);
I merely hand you out a tip
In token of my fond regard.

No gleaming circlet shall dole
Your finger; set your mind at ease;
As pledge of our betrothal, I'll
Fill both your hands with Bradburies.

I'll lay no incense at your feet;
I'll pay no homage at your boots;
I'll pay, instead, a cheque, my sweet,
Into your own account at Coutts.

KNOCK-KNEED KNORA:
(For The Girl who took the Wrong Umbrella.)
SYNOPSIS OF PRECEDING CHAPTERS.

Garibaldi Gherkin, a half-witted macaroni-borer, has been induced to forge a tram-ticket by—

Sir Cato Catmoust, an auctioneer and estate agent of depraved and brutal habits. He has got into his clutches—

Uvula Fastillo, the pretty daughter of a cash chemist. She has entrusted to Sir Cato a secret recipe for lined poultices invented by her father, which Sir Cato is trying to palm off on the Siamese Government as the plans of a new torpedo. Gherkin, however, has discovered the plot, and has made an appointment with—

Dot - Insp. Baddelley-Bungle, of the C.I.D., to meet him opposite the lamp-post in the Strand. Gherkin has arranged to wear a Brussels sprout in his button-hole so that he may recognise the Inspector, who will be disguised as a ventriloquist.

CHAPTER XVII. (Cont.)
Silently the jury filed back into court. But a shadow of emotion showed upon Frederick Ffoliot-French's face. He was innocent, be the verdict what it might. It was not his hand that had administered the poisoned doughnuts to the dead millionaire. The silence was broken by the clerk of the court.

"Gentlemen of the jury, are you agreed upon your verdicts?"
"No!" said the foreman, in a steady voice.
"Do you find the prisoner guilty or not guilty?"

"We do!" came the reply, unflatteringly.

Solemnly the judge put on his black hat and gloves, and turned to the dock. "Prisoner at the bar," he began, "the jury have

found you guilty and not guilty of the crime of murder."

A thickly-veiled woman rose in the court.
"No! no! I did it! I did it!"
Frederick Ffoliot-French started as if struck by a pole-axe, for the voice was the voice of Mildred Mildew!

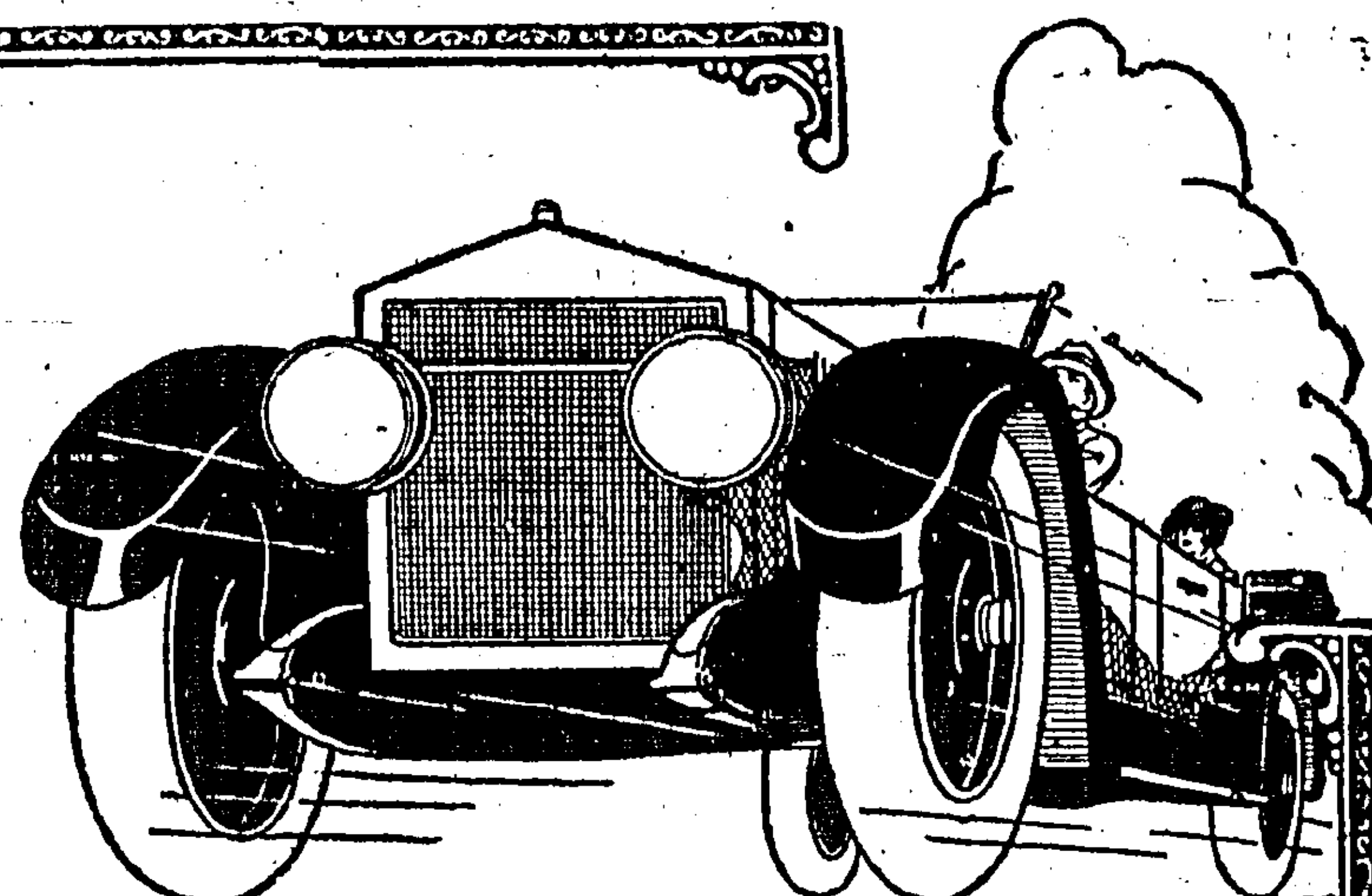
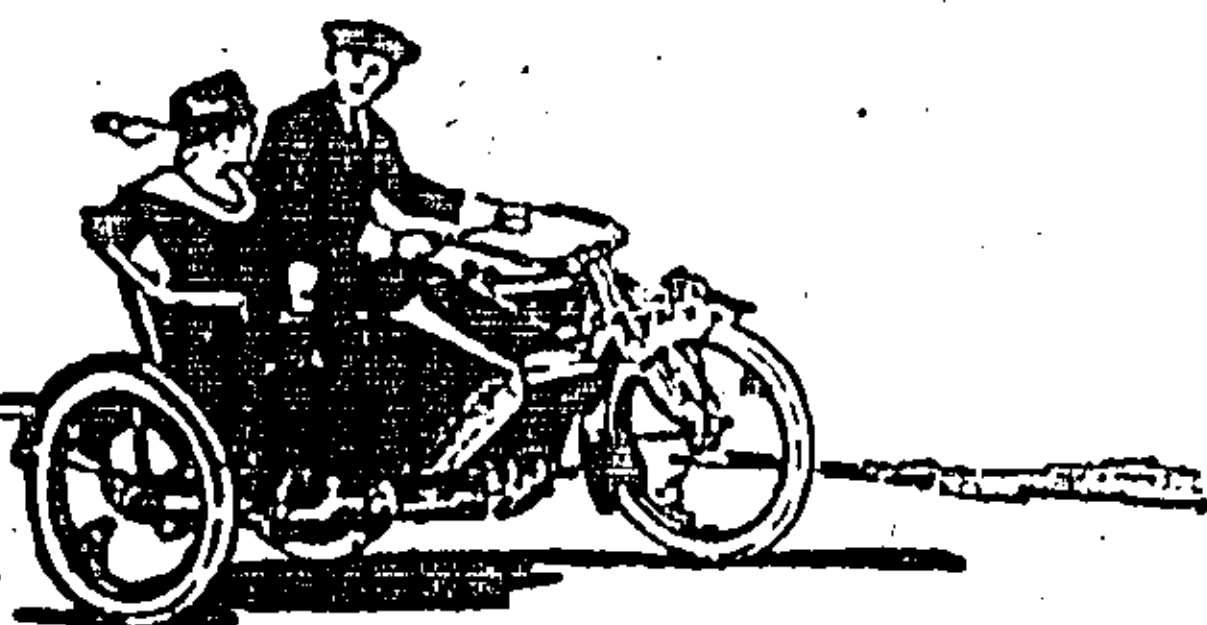
(To be continued—if I can think how.)

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 17th. January, 1925.

(Being the Official Organ of the Hongkong Automobile Association).



LOCAL MOTOR NOTES & NEWS

The writer of these notes was privileged during the past week to have a very interesting conversation with a local owner of an English car—a 16 h.p. Wolseley, such as was described by a special correspondent in this Supplement last week. The conversation turned on the subject of the comparative rarity of British made cars in Hongkong, the Wolseley owner thinking such a position the reverse of what it should be. The British motor car industry is in a bad way, he said, and it was time that car owners in Hongkong gave a little more consideration to British makes before buying American makes. The difference in price, he said, was more than made up because of the longer life and general superiority of the car. And then came the old argument—always interesting because it has never been settled.

The importers of American cars—and they are in the vast majority—argue this wise: "Though it may be true that English cars have a longer life, the average American car is good for as many miles as anyone reasonably wants out of a car. Who wants to own a ten-year old car, anyway? Fashion in cars are continually changing and a car bought today will look a distinct 'back number' in ten years' time. The number of miles an American car will do before it is fit for the scrap-heap is quite enough for any vehicle the design of which is by no means yet perfected. The initial cost is a tremendous factor in sales, and the American manufacturers cut that cost down as low as possible, give good value for money, and produce an automobile that will last any owner as long as he would desire it. By the time it has grown old he can afford to get a new one." Such are their arguments. Now let us take the argument for the British product.

It might have been true years ago, when the manufacture of cars was in its very infancy, that radical changes in motor cars were inevitable. But is that true to-day? The pedal cycle has been what it is for over a generation, and there is many an owner of a Sunbeam, a Rover, or some other good make of pedal bike who has had his machine for very many years and who is as proud of it to-day as when he first bought it. It is still giving the best of service. Has not a similar state of things arrived as regards motor cars? Is not present-day design, with its perfectations of engineering practice, with its stream-line bodywork, its improved suspension and its proved performance up to such a high standard that, even if there are minor improvements to come, there is little room for radical change? Will not a car bought to-day be rendering efficient and economical service ten years hence? British cars are dearer to buy because they are superior in all those qualities that go to make up long life and trouble-free service. Should not a British motorist in a British Colony buy British cars, knowing that even if he has to pay a little more at the start he will get longer service, and will be supporting a British industry? Even if the fashion in cars does change will he not be proud of the car he bought ten or twelve years ago and which is still going strong?

These are the main arguments in this matter of British *vis-a-vis* American motor products, and one fears that it must be left to individual purchasers to make their choice. One main factor operating against the ready sale of British cars here is the general lack of ready purchasing facilities—the absence of stocks—and the inability to buy spares and get service. Until some enthusiastic pioneers get busy on the matter the position will, we think, remain very much as now.

Just a week ago there was another drop in the local price of petrol. From 95 cents per gallon it has dropped to 90 cents—an appreciable fall when one comes to settle up a month's running bill. Only a few months back it was \$1.00 per gallon, and, although we think that the price is too high as compared with prices at home and in America, the reduction is welcomed. When the owner-driver of a moderately-powered car can run out to Castle Peak and back for just less than \$2 or round the New Territories for less than \$3, it cannot be very strongly argued that motoring is of prohibitive cost.

A Singapore paper, in commenting on the growing traffic in that city, points out that the number of motor-cars, buses, and lorries registered there is 5,278 and the number of motor-cycles 1,137.

A HOME CASE.

MAGISTRATES' EXTRA-ORDINARY DECISION.

A member of the Automobile Association was recently convicted by the York Castle (Yorks East Riding) Bench on a charge of failing to produce his registration book on the request of a Police Officer.

The alleged offence occurred whilst the motorist was driving his car from Yorkshire to London. The car was stopped by the police for the purpose of a licence inspection, and the motorist was also asked to produce his registration book which, of course, he was unable to do.

It has always been understood by motorists that the registration book should not be kept on the car, but in a safe place at the permanent address of the car owner. Moreover, the law does not impose upon the motorist any obligation to produce his registration book immediately in this way, but to produce it *within a reasonable time*. In these circumstances, it seems clear that there was no legal ground for the charge and that the conviction was entirely erroneous.

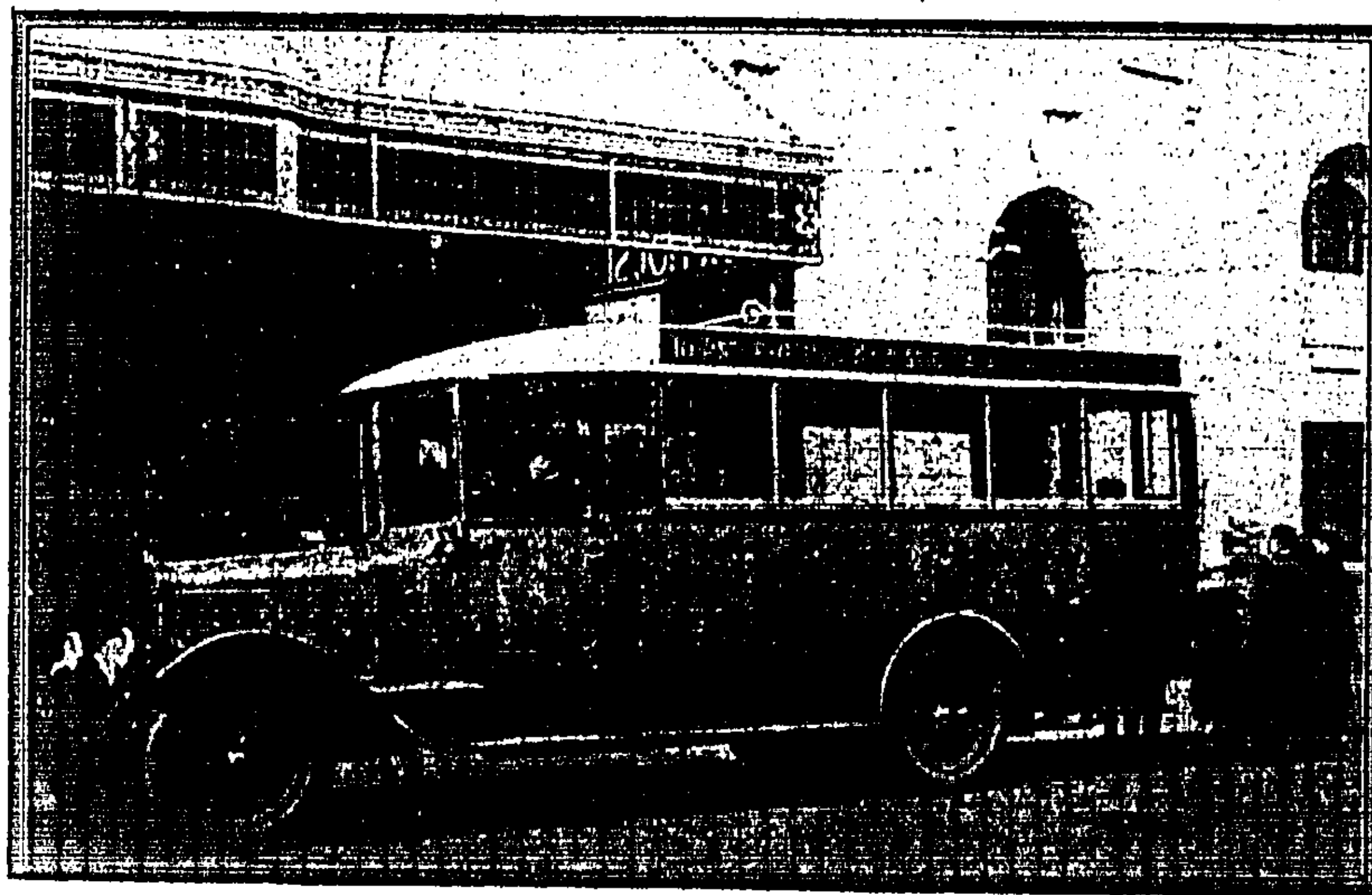
The Automobile Association is bringing the facts to the notice of the Home Office with a view to securing the cancellation of this conviction.

CAUSES OF SQUEAKING BRAKES.

Squeaking brakes are an annoyance to the public car and can be prevented by band adjustments that will equalize the pressure all around the drums by an occasional clearing of the surfaces of the lining and by avoiding protruding rivets.

Nuts on the binding post of battery connections should be screwed tight at all times.

HANDSOME CONVEYANCE FOR HOTEL GUESTS.



This is the handsome motor bus which meets all steamers and trains at Shanghai to pick up visitors who are to stay at the Majestic, Astor, Palace or Kalue Hotels. This picture was taken outside the Astor House where some new arrivals may be seen alighting from the conveyance. This omnibus, besides rejoicing in a really attractive exterior, is quite the most comfortable thing to travel in, and is much appreciated by guests of the Shanghai Hotels.

MOTORS V. RAIL.

A STORY OF COMPETITION.

Automobiles, especially the private passenger variety, have been cutting a noticeable swath from the income of the railroads in the last few years.

Highway improvement has brought more travellers out on the road, while the steam lines have had to cut down not only on short haul but long haul transportation.

Information dealing with the effect of motoring on railroads, which brought out these points, was put before the Interstate Commerce Commission at Washington by C. M. Burt, chairman of the passenger department of the Trunk Line Association.

His figures showed that it was not so much the motor bus as the privately owned automobile that was hurting the railroads. Local train travel in some cases has dropped as much as 73 per cent. since 1916 while motor touring over long distances has out almost as deeply into the profits of the steam roads.

RESORTS REPORT.
In a check-up of tourists travel by auto and railroad, among hotels at famous eastern resorts last summer, Burt finds that most of the tourists got to these places by auto. One at Poland Spring, Me., reported 3,600 guests arrived by auto while 566 came by rail. Another hotel checked up 2029 guests coming by auto and 723 by rail.

"Practically all of this resort traffic if moved by train would naturally have patronized Pullman service on account of the travel distance and character of the traffic involved," adds Burt.

ROAD CHECK.
Checks of passenger auto traffic into important centres also pointed to the immense business taken from the railroads by the automobile. One of these checks, on the National Highway at Cumberland, Md., showed 2359 cars passing a given point in one day, about half of them having Maryland licenses.

It showed more than 1150 cars passing this point, all from foreign states, of which 32 were recorded during the day. "There is no assurance the occupants of these cars would have availed of train service in the absence of automobile accommodations," Burt comments.

RAPID DETERIORATION.

CARS SCRAPPED TOO QUICKLY.

Automobiles are going to the junk heap faster than they ought to.

Why? Because too many drivers, who don't want to bother with repairs and tyre trouble after the first year or so, trade their cars in for new ones.

As a result, dealers in junked autos are piling up riches, thanks to more than two million auto owners. Last year, the U. S. Commerce Commission estimates, valued at \$2,000,000,000 were junked—taken apart for the pieces that were still usable. That's an annual figure.

The life of an auto is figured at about six years, on an average. Some live much shorter lives, others last years longer. This depends on the usage, which includes mileage and care, and the construction.

DEPRECIATION.
On an average, however, dealers and insurance companies figure annual depreciation about as follows:

First year, 40 per cent; second year, 20 per cent; third year, 15 per cent; fourth year, 10 per cent; fifth year, 10 per cent; sixth year, 5 per cent.

Of course, according to usage, the first year's depreciation on some cars may run as high as 60 per cent, while it may be as low as 20 per cent on others. The average rate is put at 40 per cent.

Almost immediately on taking a new car out of the salesroom, this percentage is deducted by most dealers. The reason is that the dealers get a 25 per cent. or higher discount on cars from the manufacturer. At least this must be deducted from the new car that they have to buy back.

Besides, they must add charges for another attempt at selling the car, and if it has been run the least bit, a further cost of reconditioning brings the deduction to the 40 per cent. rate.

EARLY TRADE-INS.
The first year, therefore, brings so low a reduction on the value of the car that it isn't worth trading. Repairs, general upkeep, are still reasonable. The car has hardly begun to give its service. Yet thousands of auto drivers trade their cars in after a year's

DETROIT NEWS.

AN INTERESTING CEREMONY.

The formal opening in Detroit of the Book-Cadillac Hotel, the tallest hotel structure in the world and the largest outside of New York City, occurred on Monday night, December 8th, and was the occasion for signal recognition by civic organizations and leaders in the city's commercial, financial and manufacturing circles.

Among the congratulatory presentations made during the evening, two from the Cadillac Motor Car company attracted unusual attention. They were a custom-built Cadillac enclosed car and a painting by N. C. Wyeth, one of America's foremost artists, presented by the motor car company in recognition of the use in common by themselves and the owners of the new hostelry of the name and coat-of-arms of Le Sieur Antoine de la Mothe Cadillac, founder of the city of Detroit. The presentations were made by H. H. Rice, president of the Cadillac Motor Car company.

The body of the car was built in the custom division of the Fisher Body corporation and the painting by Wyeth is a symbolic creation exemplifying "The Spirit of Leadership."

THE RELIEF DRIVER.

When there are other members of the family eligible to drive the car they should be taught how to drive. This will be great assistance when the one who holds the operator's license is ill or away.

Electric connectors which have become loose will cause a loud explosion in the muffler.

Bosch

BOSCH SPARK PLUGS:

Made in many different types and admirably adapted to the varying designs and operating conditions of motor cars and motor cycles:

r 1212 e 18 m/m for cycles..... \$1.60
r 1613 e 1 1/2 for Fords 1.60
r 1616 e 3/8 for motor cars 1.60
r 2212 e 18 m/m for motor cars 1.60
r 2218 e 18 m/m for motor cars 1.60

BOSCH PRECISION SPANNERS:

A tool required by every driver and mechanic. Jaws opened and adjusted with one hand. Lock nut fixes position of jaws. Positive stop prevents opening spanner too wide.

3 - inch. \$1.30
5 - 1/2 inch. \$2.10
Platinum Points (B) For Motor Cycles: Short \$5.00
Long \$5.00
Platinum Points (Z) For Motor Cars: Short \$8.50
Long \$8.50

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247
33, Wong Nei Chung Road, Happy Valley.

Pay close attention to the name of
ROBERT BOSCH
and this



SHELL

for reliability
and reserve
power

EVEN with a faultless ignition, the modern high-compression engine pinks—on acceleration—when driven by an inferior spirit.

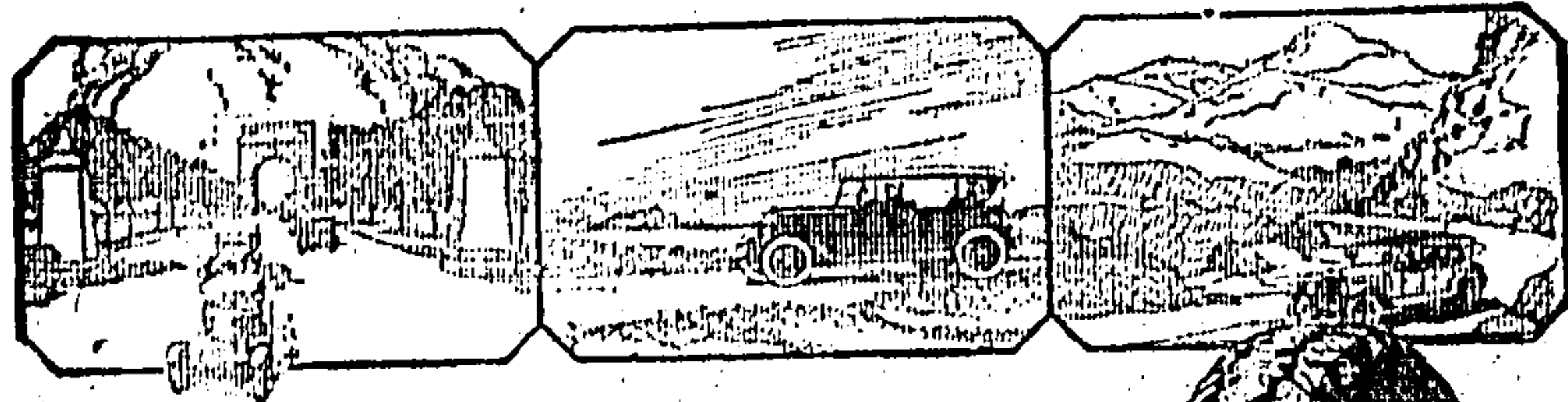
Shell Motor Spirit

Owing to its high percentage of aromatic hydrocarbons eliminates that slight knocking sound termed "pinking."



THE ASIATIC PETROLEUM CO. (SOUTH CHINA) LTD.

TO REMOVE HEADLIGHT RIM. Around the rim and pass the end. When a headlight rim cannot be taken off by hand an easy way to remove it is by the use of a will. Loosen the rim without strab or bell. Place the wire around the rim.



Universal Service

The world over, the year round — Firestone Tyres make motor car travel more secure, easy and economical.

Whether on city street or mountain trail or along marshy, muddy lowlands, a motorist may safely trust to Firestone Gum-Dipped Cords.

Most miles for the money under all conditions is the record they have established everywhere. The greater volume of air protects the car, and the tread holds it true to any road.

Building facts about Firestone are interesting, let us explain them.

Most Miles Per Dollar



THE DRAGON MOTOR CAR CO. LTD.

33 Wong Nei Chung Road, (Happy Valley)..... Central 1246 or 1247.

DRAGON MOTOR LIVERY SERVICE.
C. F. PAU, PROPRIETOR.

24, Des Vaux Road, (Hongkong)..... Central 482.

THE DURO MOTOR COMPANY.
Nathan Road, (Kowloon)..... Kowloon 226.

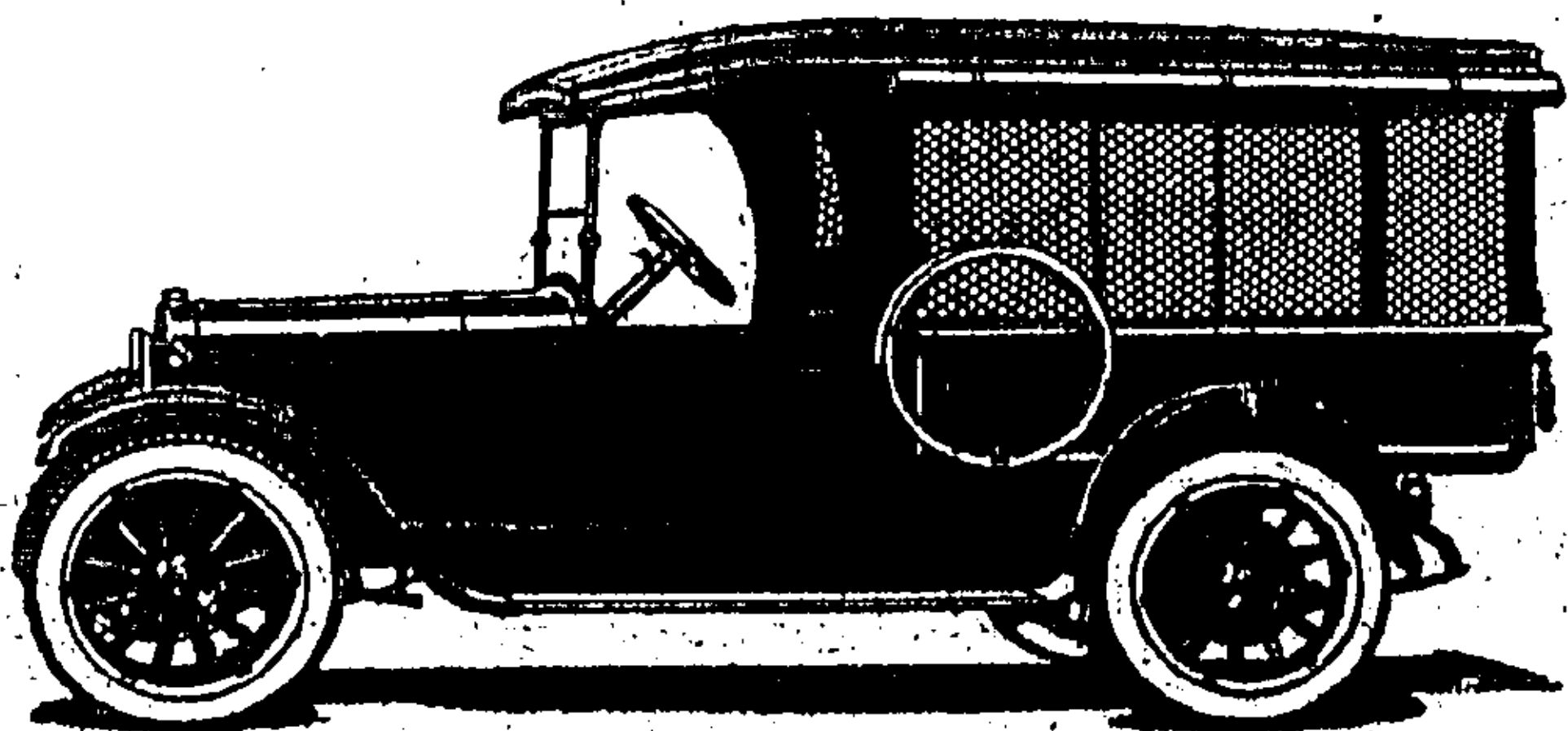
[A full range of Motor Car and Motor Cycle Tyres & Tubes carried at each of the above addresses.]

Firestone

DODGE BROTHERS COMMERCIAL CAR

This car is usually found bearing the name of the best merchant in the neighborhood.

Good merchandising means good judgment — and good judgment quickly recognizes advantages as numerous and impressive as those possessed by Dodge Brothers Commercial Car.



The Dragon Motor Car Co., Ltd.

Telephone, Central 1246 or 1247

33, Wong Nei Chung Road,

Happy Valley.

MODERN CARS.

TO-DAY AND TO-MORROW.

Once again London has succeeded in attracting to itself the representation of the main part of the world effort in automobile production. There is, indeed, no sign of any lessening of the international interest in the Olympia displays; rather is the avidity with which foreign makers seek to join in them on the increase.

For this there are two very good reasons, the more obvious of them being the recent elimination of the British Customs duty. Foreign makers naturally regard this move as widening their prospects in the English market. The second reason is that it is realised on all hands that the motoring movement in Great Britain is rapidly increasing; that, moreover, the British market is the one of all the rest with the greatest possibilities of extension in the near future; and that it is showing every sign of realising these possibilities to the gratification and profit of all those who can supply the goods in demand, whether they be native or foreign producers.

The immediate result of all these attractions (without on this occasion considering their ultimate influence on the cause of the British motor manufacturing industry) has been the presentation at Olympia of a wonderful bird's-eye view of the automobile production resources of the various manufacturing nations, of the strength and weakness of the multitude of competitive offensives, and of the general nature and direction of these attacks which will be made on the world's markets in 1925.

In such an enlightening and intimate comparison—as only Olympia can afford—the English effort shows up exceedingly well. Prices are no longer the bugbear of the overseas trader. It is little short of marvellous to what lengths many British manufacturers have gone, considering their comparatively small output, to eliminate that fruitful cause of complaint—high prices. Olympia revealed that to-day British makers, in their special field, have little or nothing to fear from price competition in any market, and so the whole question of securing an acceleration of export progress hinges on the parts that vehicle size and horse power are to play in governing the overseas demand of the future.

With few exceptions, of course, the British utility car—that is, the low-priced car designed for popular service—must be looked for in the 12 to 14 h.p. class, nominal power rating. Are motorists and traders overseas to continue to regard these cars, as basically unsuited to their general requirements? We think the answer calls for rather more preparation than is usually accorded to it.

The United States, home of the "full size" automobile, is mainly responsible for the present fashion existing in many markets, particularly in the British Dominions, and America is wavering in her faith in the overwhelming superiority of the big car. It is no secret that "official America" has been studying the characteristics of what is generically called the light car. The National Automobile Chamber of Commerce of Government Departments interested are coming to the conclusion that the tremendous vogue of the lightweight car in Europe is something more than a passing phase, and the time may not be far distant when America will undergo a revolution in her conception of suitable automobile design.

We mention all this to indicate that, despite the strong attitude taken up in many quarters, it is not safe to invest an opinion as to the desirability of a 20 h.p. engine, and other chassis weights and measurements to match, with the rigidity of a creed. The wonderful success of British and Continental makers with their smaller units and lighter chassis has dealt some severe blows at the sacrosanct position of the big car. Its future as the vehicle for the multitude is, even now, in the melting pot.

SUNDAY IS WORST TRAFFIC DAY.

Sunday has been found to be the most dangerous day for motoring, according to a survey of nearly 1000 localities, made by the American National Automobile Chamber of Commerce. Thursday and Monday follow, respectively, in the number of auto accidents. The most dangerous period during the day is between 4 and 5 in the afternoon.

NEW SPANISH SPEEDWAY.

PREPARATION FOR THE GRAND PRIX OF 1926.

Barcelona.—The race for the Grand Prix will in 1926 take place in Spain, and the Real Automovil Club is confronted with the task of finding a course suitable for a contest of such importance, in which enormous speeds may be expected. Spanish motorists are aware of the deficiencies of their highways, but they may be relied upon to see that the course on which the race is to be run is brought up to modern requirements.

In the first place, it has been decided to construct near Madrid a new speedway, which will be the largest in the world. A company has been formed in Madrid with a capital of four million of pesetas, and the ground necessary has been purchased at Canillejas, not far from the Madrid-Alcala road. The directors of this new company are making arrangements whereby a part of the race for the Grand Prix of 1926 shall be run on the new way; to this effect the adjacent roads which are considered suitable for the contest will be joined up with the autódromo, thus forming a circuit which will be similar to that at Monza.

Horse-racing and other sports will also be possible at the new speedway, owing to its immense size. It is expected to be finished within a year.

KEEP BATTERY UPRIGHT.

Always keep the battery in a vertical position in taking it out or replacing it in the car. Sediment may be in the bottom of the jars, and tipping them may cause it to get between the plates and short-circuit them.

Comparison IS Confirmation

WHEN you are choosing a car, comparison alone will indicate what is best value and what best suits your needs. Typical of AUSTIN excellence and value and offering the cheapest travel in the world is



Ask yourself what other car at the same price gives you the same performance and equipment.

Has it—

4-cylinder Engine
Water-cooled Pump Lubrication
4-wheel Brakes
Shock Absorbers Electric Horn
A Door for the Driver
Adjustable Seats
Grease Gun system

ASK AN AUSTIN OWNER

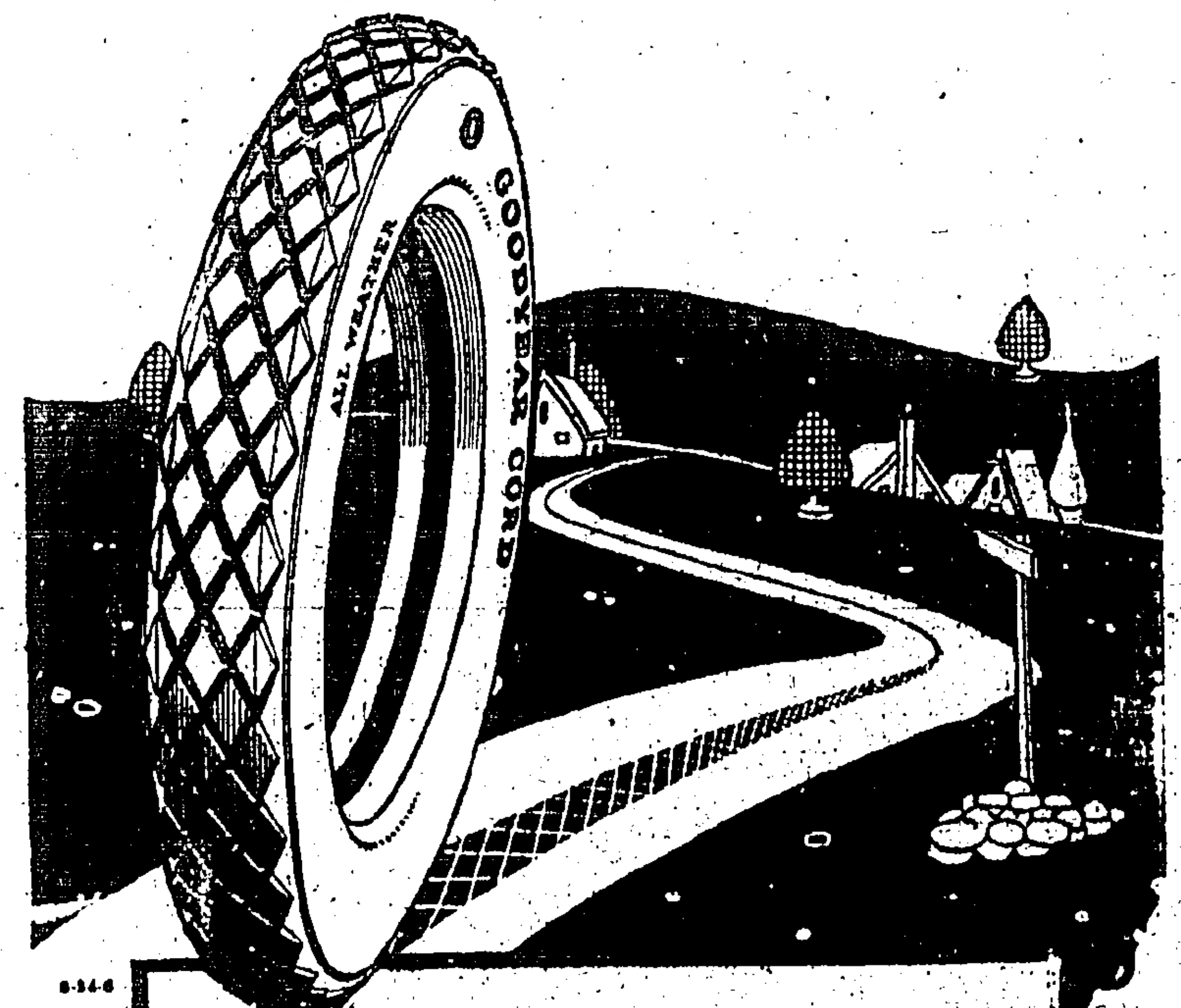
Standard Model ... £155.0.0

Sports Model ... £170.0.0

Chassis ... £120.0.0

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GOODYEAR'S GIFT TO MILLIONS

Driving ease, born of confidence in your tyre's undeviating grip of the road — that's the gift of Goodyear to the millions of Goodyear users.

Into every Goodyear All-Weather Tread Cord Tyre is built the lessons of the greatest tyre-making experience on earth, and an excellence which has made the name Goodyear stand for supreme quality and dependability.

When you are next in need of a tyre, buy a Goodyear with the tread you can trust. For Goodyear means long wear and good wear.

GOOD YEAR CORD TYRES

MADE IN CANADA

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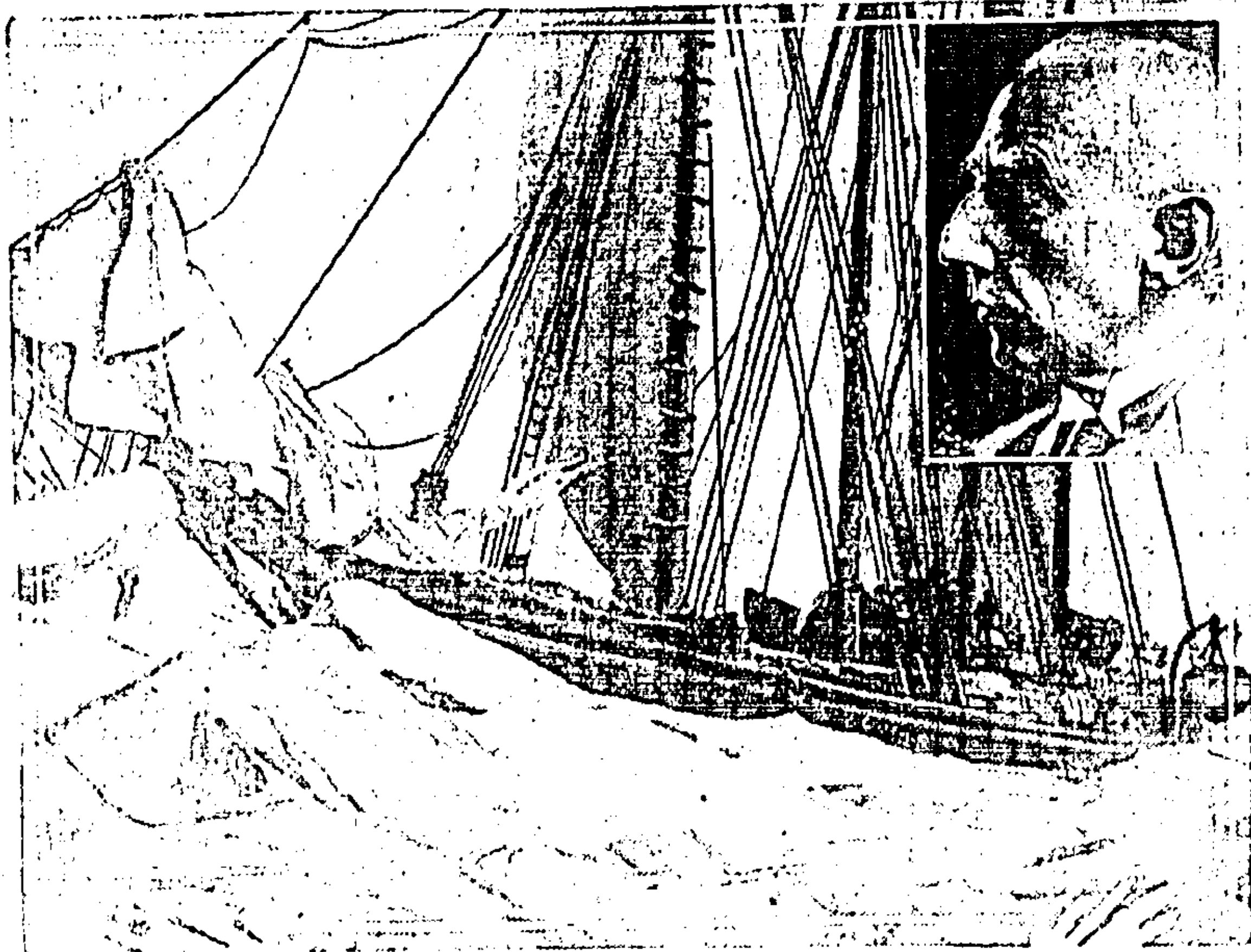
ALEX. ROSS & Co., (China) Ltd.

BANK OF CHINA BUILDING. HONGKONG.

FEATURES FOR THE FAMILY

HONGKONG TELEGRAPH, SATURDAY, 17th. JANUARY, 1925.

DRIFTING IN ARCTIC ICE. Facts About Amundsen's Expedition.



THE SCHOONER MAUD INSET SHOWS ROALD AMUNDSEN

Seattle, Dec. 20th.—After two and a half years of drifting in arctic ice, the handful of hardy adventurers that put to sea in Roald Amundsen's schooner Maud is beginning to weaken. All hands are ready to come back. But, caught in the ice, they can't. All they can do is drift on and waiting out, for tide or fate to pull them out.

That is the gist of the latest report on the expedition received by U. S. Weather Bureau officials.

The expedition was launched on the quite well established theory that the movement of arctic ice, caused by ocean currents is over the north pole. Amundsen's plan was to force the Maud under her own power as far north as possible, then

lot her drift with the floes. His idea was to collect almost every conceivable type of geological, oceanological and meteorological information.

Most important of all, by plumbing the depths of the sea and gathering data on wind, tidal and other conditions, he hoped to enable science to predict weather conditions in the temperate regions six months ahead.

With this in mind, Amundsen set out with the Maud in 1919. The next year the schooner was pulled out of the ice and rescued off northern Siberia by the U. S. coast guard cutter Bear.

Undiscouraged by this Amundsen resolved to try again, and

in 1922 the Maud sailed through Bering Straits with a dozen men on board.

The ship was provisioned for seven years. It also had on board seven boxes containing Christmas presents for the crew—one box for each Christmas they might be marooned. And a phonograph donated by the girls of Norway.

For a time the Maud kept in touch with the U. S. Weather Bureau by radio. Then she drifted out of range.

The message that just came was relayed. It stated that the Maud was north of Wrangel Island, caught in the floes, and drifting rapidly to the north and west.

Just why the explorers were discouraged and ready—through-

unable—to turn back, was not specified. The nerve strain of being caged together, helpless, in the stark, frozen wastes of the far north—perhaps of listening to the same talking machine records over and over again, of knowing months in advance what each dinner menu would be—is believed to have played its part.

Amundsen, who did not accompany the expedition in person, is preparing meanwhile to fly over the pole by aircraft. It is reported from Christiania that he has been provided with a fund of \$100,000 for the venture.

It will be his third attempt. His first solar air project—a flight from Point Barrow, Alaska, to Spitzbergen—failed when his machine went bad. His second effort was halted by lack of funds.

But the benefits to the science of weather forecasting derived from even a most successful arctic expedition are problematical, according to Mr. Charles F. Marvin, Weather Bureau chief.

"If we could receive regular polar weather reports, day by day and year after year, there is no telling what we might learn," he says.

"I cannot predict that we would be able to forecast war for an entire season in advance, but there is at least that hope."

"But reports sent down by individual arctic expeditions are too desultory to be used as an accurate basis for calculations. So far they have done us little good."

SPORTS PARS.

Interesting World Items.

Ex-Guardsman George West, of Fulham, and Albert Rogers, of Mitcham, fought a draw over 15 rounds of terrific close-quarter work at the Ring, Blackfriars, recently.

The French sporting paper *Auto* recently asked their readers to decide who is the most popular among sport-women in France. Mlle. Lenglen proved an easy winner of the contest, obtaining 2417 votes or 800 more than the lady immediately following her. She has been proclaimed the French "Queen of sport."

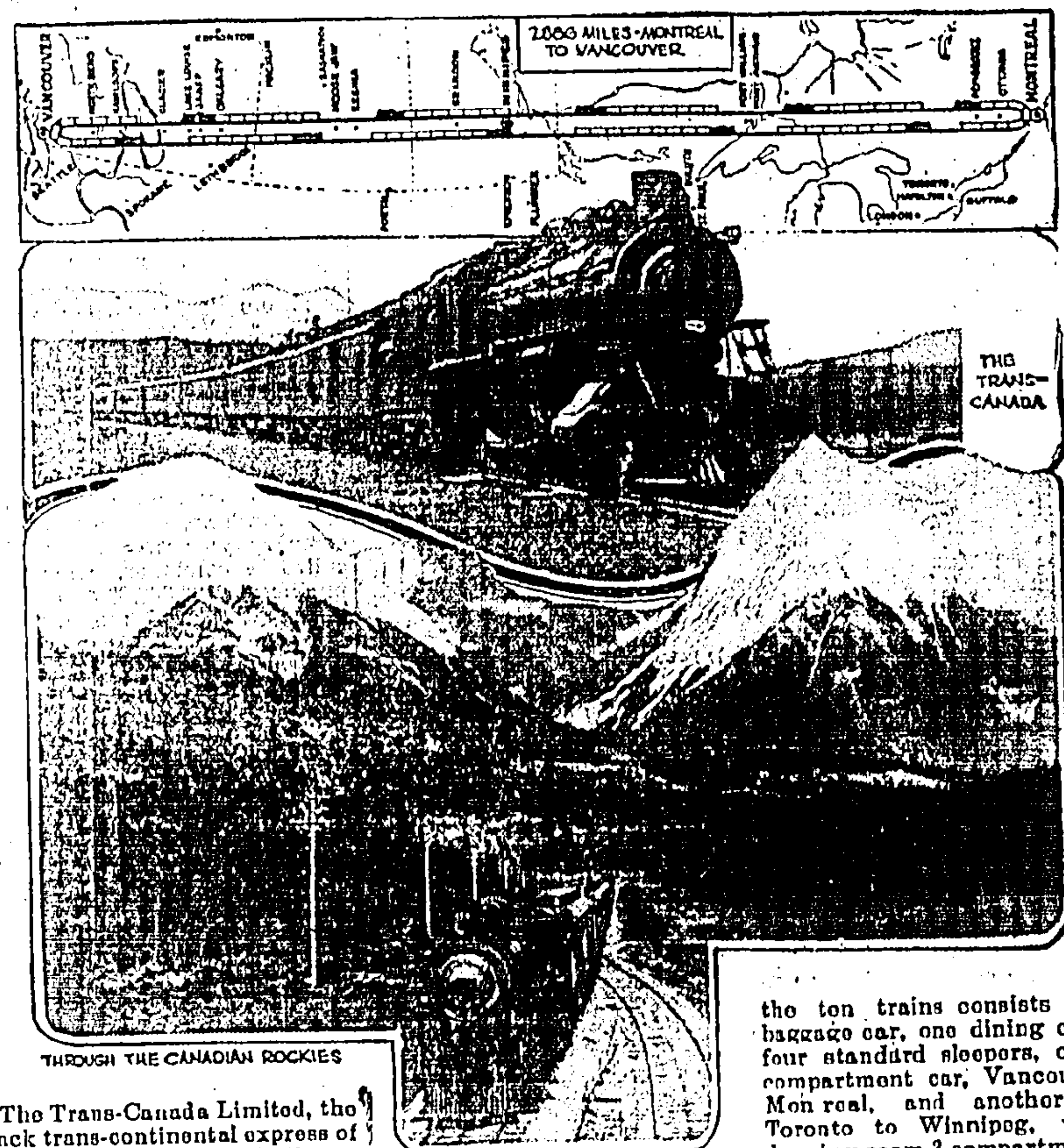
A. E. Cooke, the New Zealand five-eighth, was presented with a memento at Llanelli in recognition of the fact that his father was born in that town—a memento, which, an English paper remarks, "in the matter of intrinsic value, will no doubt have due regard to Caledonian scruples."

Kid Lewis has issued a challenge to Tommy Milligan, Hamilton, who deprived him of the European welter-weight title at Edinburgh last week, for a return contest in London for £250 a side, under Championship conditions. Johnny Dundee, the world's feather-weight champion, is also anxious to meet Milligan.

Oxford University proved the better team against Cambridge yesterday. There was not much between the sides, but the "dark blue" had it, and that distinctly. It was the superior speed and cleverness of the Oxford backs that pulled them through. Among the backs H. J. Kittermaster, the stand off was the only one who was not a success. A. C. Wallace was particularly good, and G. P. S. Macpherson and C. G. Aitken also did well.

Archie Hull, the tall centre half-back of Ilford, who has been playing in great form all the season, made such an impression in the replayed Cup-tie with Leyton, at the Boleyn Castle Ground, that the West Ham management induced him to sign amateur League forms for them. His talent is not confined to football, for he is an excellent lawn tennis player, and has a

CRACK CANADIAN TRAIN. Covers Thrice Distance to the Moon.



THROUGH THE CANADIAN ROCKIES

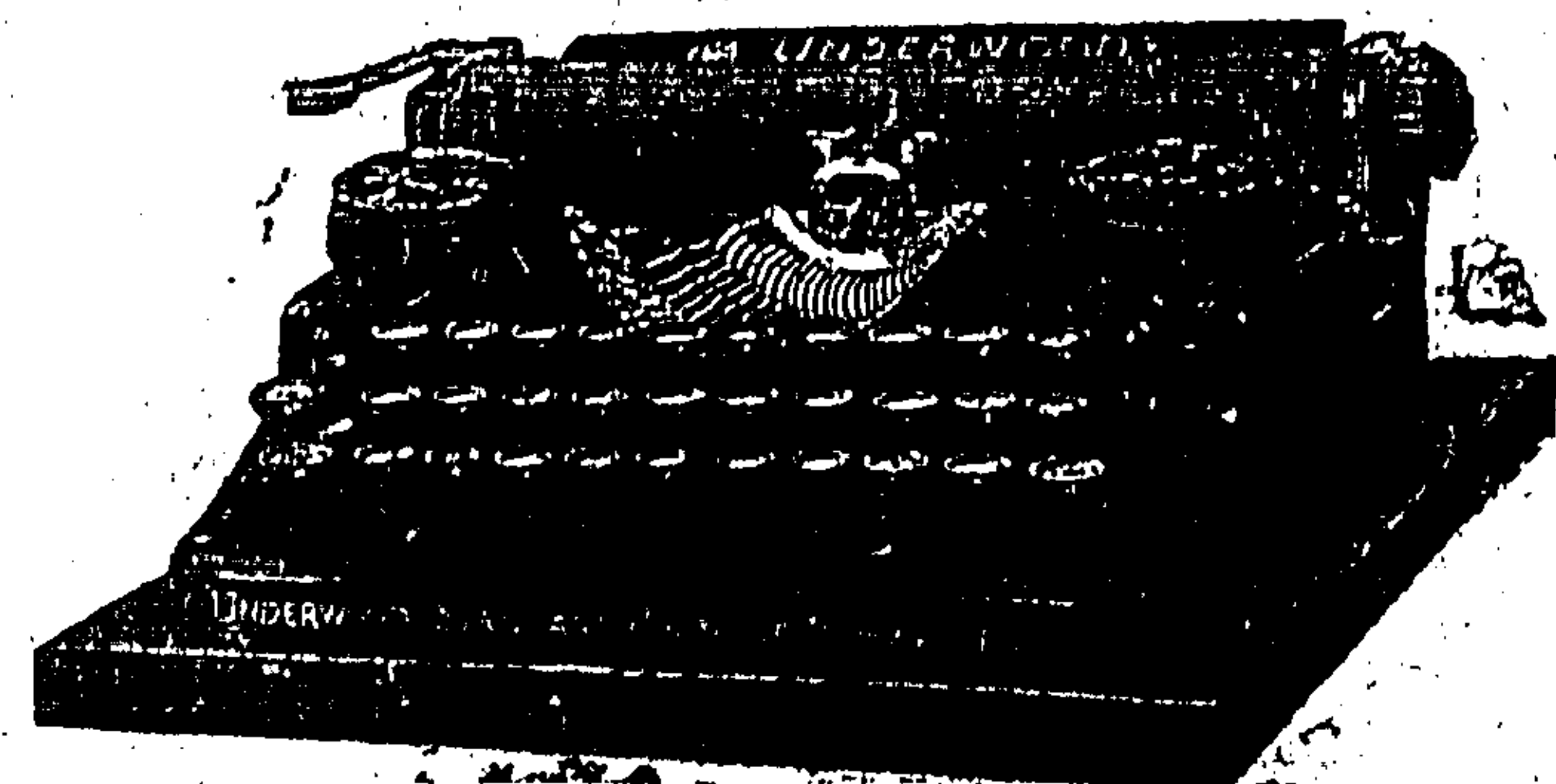
The Trans-Canada Limited, the crack trans-continental express of the Canadian Pacific Railway, operated during the tourist season, completed its 1924 schedule on Sept. 17th, when those trains steamed into the terminals at Vancouver and Montreal, having made 238 trips of a total mileage of 748,748 miles, which is three times the distance from the earth to the moon. The run from Montreal to Vancouver was 2,886 miles, covered in 90 hours, and vice.

the ten trains consists of one baggage car, one dining car and four standard sleepers, one 10-compartment car, Vancouver to Montreal, and another from Toronto to Winnipeg, with a drawing room-3-compartment car from Montreal to Vancouver.

The year's service called for 22 changes of engine on each Trans-Canada run from Montreal to Vancouver and two engines for the Toronto-Sudbury connection made by each train. This service required 48 engine runs daily, and including these, the trains made only 26 stops on their whole run.

THE UNDERWOOD PORTABLE.

"The Machine you will eventually carry."



Sole Agents:—

DODWELL & Co., Ltd.

Telephone C. 4689

No. 10, Duddell Street

AN APPLE A DAY KEEPS THE DOCTOR AWAY!!

A volume of truth is centred in these words, as is proved by persons who indulge.

FRESH FRUITS (especially APPLES) are really and truly essential to the general fitness of one's body.

You cannot pick from your own garden; then come and pick from

Lane Crawford's Selection

CONSISTING OF

Newtown Pippins

Johnathan Red

Florida Grape Fruit

Navel Oranges

IMPORTED FROM CALIFORNIA—THE ORCHARD OF THE WORLD—
WHERE FRUITS GROW LUXURIANTLY.

LAI WAH Co., Ltd.

Nos. 129-141-143-145-147, Des Vaux Road Central.

TELEPHONE NO. C. 2309 & C. 4433.

P. O. Box No. 363.

CABLE ADDRESS "LABURNUM"
HONGKONGGENERAL IMPORTERS WHOLESALE
AND RETAIL.Dealers in Piece-goods & Chinese Silks of all Kinds,
Drapery, Mercer, Hosiery, Haberdashery, Embroidery,
Rugs, Blankets, Quilts, Perfumery, Toilet Articles,
Underwear, Handkerchiefs, Umbrellas, Leather Goods,
Jewellery, Watches, Clocks, Ice and Hot Bottles,
Boots, Shoes, Hats of Different Kinds, Earthenware,
Tailoring and Outfitting.**ASAHI BEER**

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DAI NIPPON BREWERY

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TOKYO JAPAN

Specially Brewed for Export

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HONGKONG

WHY LET THAT COLD TROUBLE YOU?

When you can obtain speedy relief by taking

PHOSPHO-QUININE TABLETS

SIMPLE—SAFE—RELIABLE

Obtainable only at

THE COLONIAL DISPENSARY.

14, Queen's Road.

Telephone C. 1877.

RADIO NOTES AND NEWS.**Secret Wireless Typewriter.**

Signor Manrico Comaro, a young Italian inventor, claims to have perfected an instrument by the aid of which the business man, the stockbroker, the banker, or the foreign editor of a newspaper will be able to sit in his office and watch messages, news despatches, and articles spun out along the tape at his elbow, exactly as they are transmitted at the moment from his agent or correspondent in no matter what corner of the world.

At the same time, he claims that the business man will be able to sit down at a typewriter in his own office and type secret instructions or information for his representative thousands of miles away.

Signor Manrico Comaro is the inventor of the Comaro secret wireless system, and was employed in wireless experimental work during the war by the British Admiralty.

The Comaro system is a method of direct sending and direct printing of messages by wireless without a code, just as the ordinary tape machine taps out its messages.

Perhaps the most important claim made is that the invention is absolutely secret, and cannot be "tapped." Morse is used with the Comaro system, and consequently neither coding nor decoding is necessary.

The entire apparatus consists of two parts—the transmitting and receiving machines. The transmitter includes a typewriting machine, resembling the ordinary typewriter, an apparatus called a combiner, which can produce 100,000,000 different combinations of the alphabet, and consequently can produce 100,000,000 combinations of frequencies and transmit them to 100,000,000 stations, separately and secretly, and an ordinary wave generator.

SUPER RADIO FOR SINGAPORE.

Our London correspondent learns on excellent authority that the British Government is considering the erection of a high-power transmitting wireless station at Singapore, says the local *Free Press*. If the scheme materializes, as is likely, it will be almost a super station.

The British Government is now building at Rugby a wireless station which will be the largest in the world and capable of covering the world, but it is felt

that it would be useful to have a relay station of great size at Singapore, since thereby it could especially co-operate in respect to the Far East and Australasia.

Probably an announcement will be made on the subject at an early date.

PICTURES BY WIRE AND BY WIRELESS.

The transmission of photographs by means of the electric wire has for many years been a more or less practicable proposition, and we mentioned recently the case of a coloured photograph being "telephoned" from Chicago to New York in one hour, the instigator being a well-known experimenter, Mr. S. H. Morgan, of the Inland Printer. And now last week-end has brought the further and still more startling development of the wireless transmission of pictures from London to New York, comments a mail paper. In connection with this latter development, General Harbord, president of the Radio Corporation of America, says: "To-day we have portraits of prominent people in England flashed across the Atlantic by electric impulse, and to-morrow we may expect to see a column of reading matter, or for that matter, an entire page transmitted through space in the same wireless way."

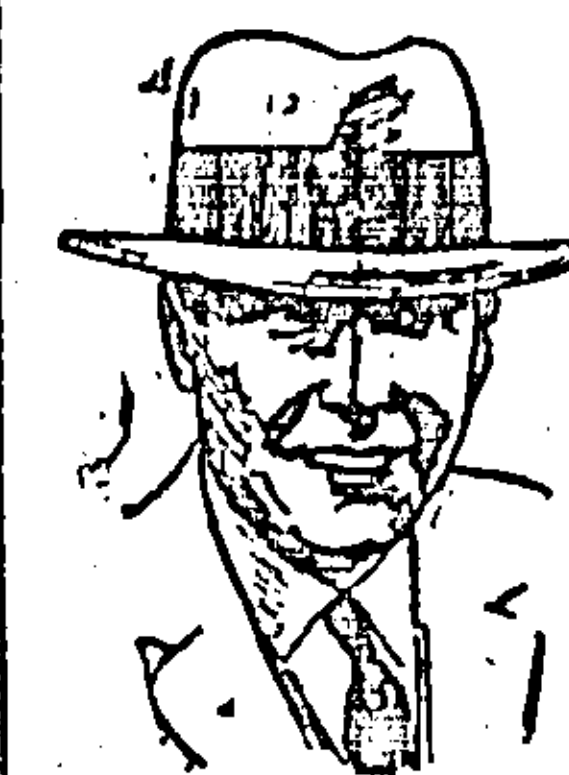
Experiments with a transmitter sent from America to England installed in the London office of the Marconi Company, and with a receiver in New York, have been made and photographs were successfully transmitted.

The system is briefly as follows: A small ordinary photographic film, about half plate size, is placed on a glass drum. Inside the drum is a bright light, and an electric circuit is affected by the light shining through the film on to a photographic cell. As the drum revolves the light acts successively on different portions of the film. By this means the ordinary wireless telegraph circuit is operated, and an illustration can be reproduced at the distant station within a few minutes. At the other end the signals operate a pen, and line by line, the photograph is reproduced in wavy lines and dots. Naturally the greater the detail the slower the process, and the rotation of the drum is accordingly advanced or retarded.

YEE SANG FAT CO.**GREAT ECONOMY SALE NOW ON!**

Come early, and get your first choice.

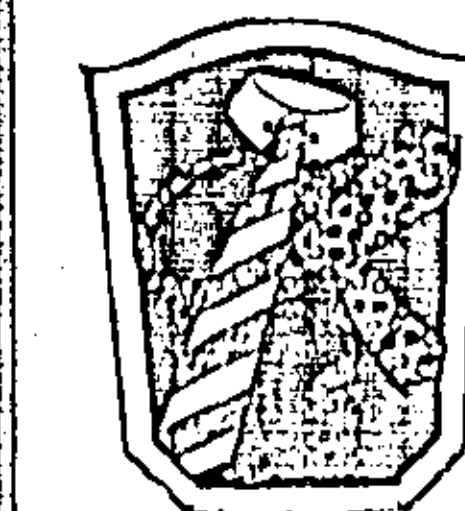
The Reduced Prices, in this advt. mean bigger savings for you. Everything marked down to way lower than usual, and actually we cannot purchase at the same price from the factory. Genuine reductions on entire stock which we offer for this ECONOMY SALE.



Extraordinary
Values
in
Gent's
Felt Hats.

Regular	SALE PRICE
\$ 2.50	\$ 1.00 each.
4.50	2.00 "
\$ 5.00 to 6.25	2.75 "
9.00	5.50 "
\$10.00 to 12.50	6.00 "
14.00	7.50 "
17.50	11.50 "

Hundreds of different priced Hats
in this Sale.



Gent's Cut Silk &
Knitted Neckwear
Bargains.

Cut Silk Neckwear

Regular	SALE PRICE
\$1.00	50 cts. each.
1.50	90 "
2.25	\$1.35 "
2.75	1.75 "

Knitted Neckwear

Regular	SALE PRICE
\$1.75	\$1.25 each.
2.25	1.50 "

Entire Stock of Gent's Overcoats and Raincoats for SALE. We just mention a few items as below, which will give you true understanding of real economy.

Gent's Overcoats

Regular	SALE PRICE
\$22.50	\$12.50
30.00	20.00

Gent's Raincoats

Regular	SALE PRICE
\$12.50	\$ 9.50
15.00	10.50
17.50	12.50
32.00	21.50
34.00	22.50



"IDE"
Soft Collars
EXTRA SPECIAL
\$3.50 per dozen.
Regular 50 cts. each.

Gent's Shirts

\$1.85 each.
Regular \$2.75

\$2.50 each.
Regular \$3.25

A large selection and assorted
patterns.

Big
Savings
in



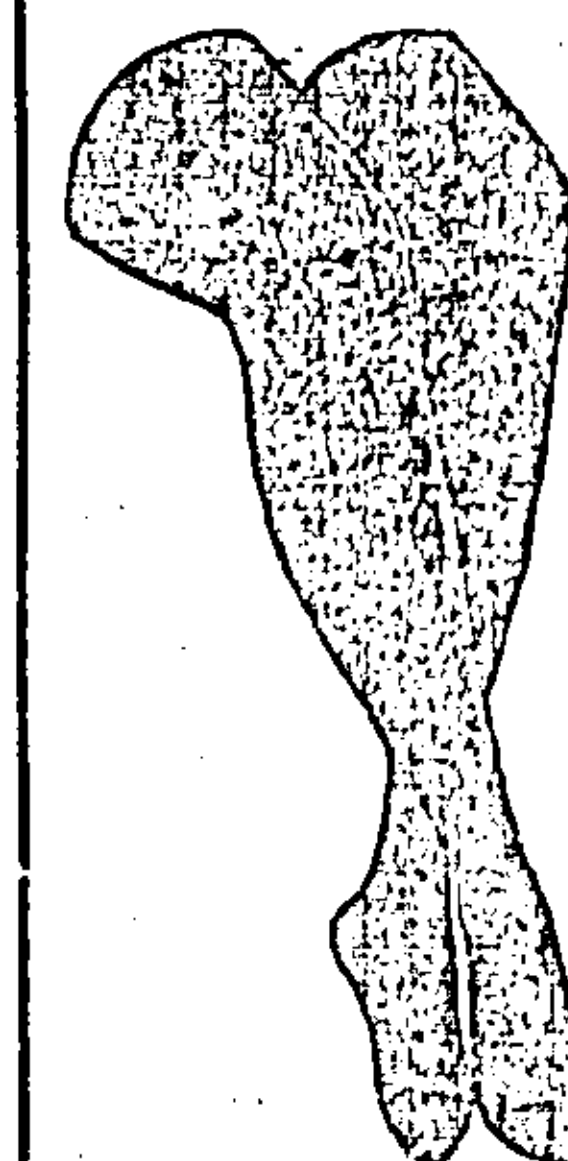
Ladies'
Wool and
Silk Scarves

Pure Wool Scarves

Regular	SALE PRICE
\$17.50	\$14.50
9.50	6.50
10.00	6.50
13.50	8.00
15.00	10.00
16.50	11.50

Silk Scarves

Regular	SALE PRICE
\$ 8.00	\$1.50
10.00	6.75
12.50	9.00



EXTRA
BARGAIN.

1000

DOZENS

of

Ladies' Silk Hosiery

just arrived

which we put up for this

SALE

90 cents a pair.

Value \$1.50

Colours:—Black, White, Cordovan,
African Brown and French Nude.

Sizes—8 to 10

**Ladies' Hats.**

Lot A
\$6.50 each.
Regular price from \$17.50 to \$28.50
Lot B
\$3.50 each.
Regular price from \$7.50 to \$9.50

Ladies' Overcoats, Knitted
Wool Capes, Jersey Wool
Suits, Raincoats, Raincoats,
Misses Overcoats, Rain-
coats, Wool Capes.

All on sale at very
low prices.

PUTTING ENJOYMENT

INTO YOUR CIGARETTE
SMOKING IS JUST
A MATTER OF
SELECTING

"Three
Castles"
Cigarettes



Also Packed in
Regular Size
20's and 50's

"Three Castles"

are sold everywhere



Best
For
Your
Baby

WOMEN'S INTERESTS

Nearest
to
Mother's
Milk



SPORTS STOCKINGS.

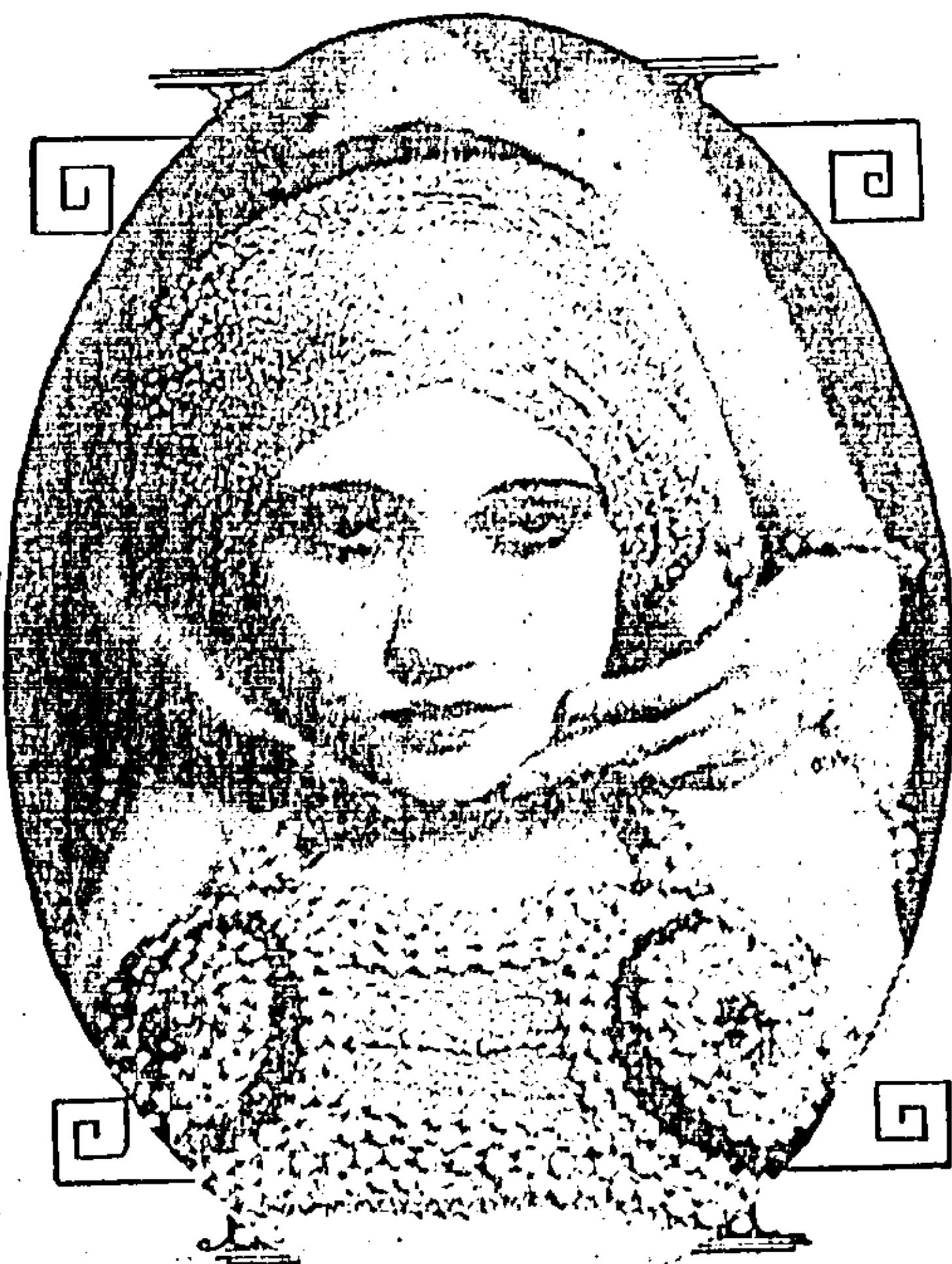
Sports stockings have come to take on extremely hardy, lively character even in Paris. There are stockings of brush wool, often in the yellowish beige tone of camels hair, which makes them match the camel's hair and natural kashu sports frocks which are popular. There are also wool and silk stockings, ribbed to show a black wool rib over a bright coloured silk interior—blue and black, black and white, scarlet and black, brown and black, and green and black all appear. Besides this, there are the jasper stockings, smoothly knit, but showing a mixture of colours, beige and brown most frequently.

A POPULAR FROCK.



This golden brown charmeuse frock is made over a chiffon underdress which has a panel and sleeves of lace. Bands of soft flying squirrel form the collar and band the panel. This combination of silk, lace and fur is one that is growing in popularity.

CLOTHED IN PEARLS.



Pearls in profusion, and little else, make the rich costume of this dancer now attracting attention and applause in England. Her dance like her garb smacks of the Orient; she bears the euphonious name of Judis Sudo.

EXERCISES THAT KEEP YOU SLIM.

The woman who can keep her figure slim and supple has gone far towards warding off the outward signs of middle age. If she can also keep her throat from becoming sagged, her age can only be a matter of conjecture, and the woman of 45 who has succeeded on these two points may well pass for 30.

And it is not an impossible feat. Any woman can achieve it provided she is willing to take the trouble and to persevere. But she must remember that no beauty treatment is of any avail which is merely spasmodic. Whether you decide to devote 10, 20 or 30 minutes daily to fighting Father Time, you must stick to your decision, for to miss even one day is to destroy the benefits obtained from several of the previous days.

The woman who is getting on in years should not adopt a starvation diet to keep herself slim. To do this merely increases the lines and wrinkles she may already have and encourages others to form. But she should endeavour to eliminate excess of uric acid from the system. This is a trouble that almost everyone, both man and woman, has to combat after 35, and it is very disastrous to beauty. It makes the eyes dull and gives puffy rings beneath them, and causes stiffness of the joints which gives an impression of age.

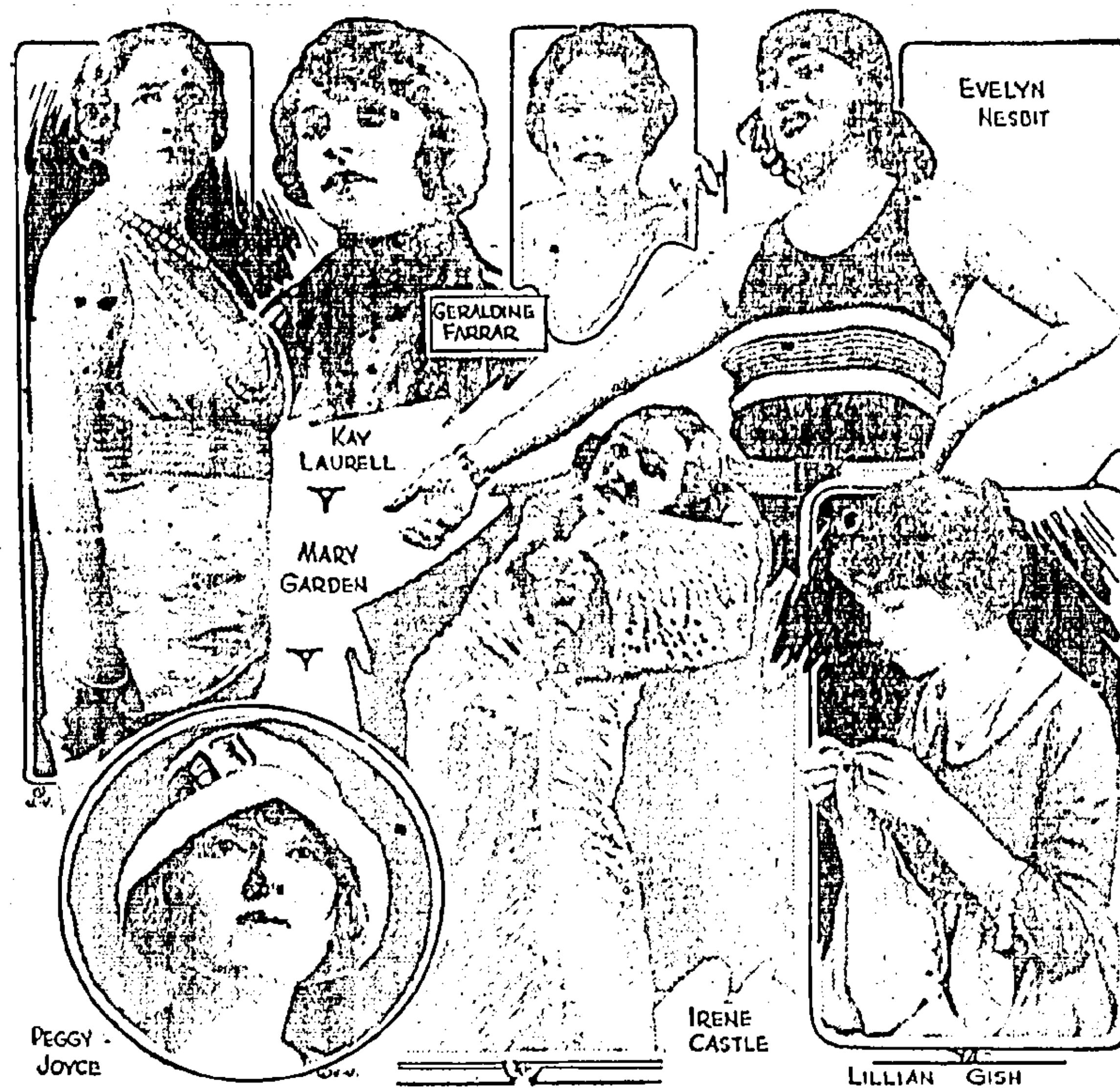
The finest exercises for fighting spreading of the hips and general stiffness are all forms of stretching exercises—touching the toes without bending the knees, and picking up imaginary articles from the floor without bending the knees.

Stretching exercises can be done in the morning, on first waking before getting up. Stretch out first one leg as far as possible, then the other, stretching the foot with the toes downwards. Then stretch the arms.

For "touching the toes" stand erect, raise the hands above the head, then bend from the waist, keeping the knees perfectly straight, and endeavour to touch the toes with the tips of the fingers. I say endeavour, because it will not be possible to do this exercise at the first attempt. At first reach as low as possible, then, with practice, you will soon succeed in reaching down to the toes without bending the knees.

Picking up imaginary articles from the floor without bending the knees is also excellent.

High stock collars with big bows and streamers are worn with extremely décolleté evening gowns.



The urge that drives the Maine Street girl to Broadway and what it often makes of her in the Big City is discussed in detail by William Johnston, in December Hearst's International.

Most of the New York women who get their names into the papers are—or at least originally were—small-town girls, says Mr. Johnston. "If you traced back their history you would find many of them who could remember, if they would, the days of their girlhood when they lived in a small town somewhere and had to help dry the dishes. Once the small-town girl gets to the Big City, she makes up her mind to stay—and stay she does."

In support of his contention he cites, among many others, Maxine Elliott who, as a girl, was Jessie Dermott, of Rockland, Me.; Geraldine Farrar, who was born in Melrose, Mass.; and Mary Garden, who grew up in Chicopee.

Evelyn Nesbit Thaw came from a town of perhaps seventy-five hundred, Tarentum, Pa. Kay Laurell, famed Follies beauty, was a telephone operator in the village of North-East, near Erie, Pa. The famous Peggy Hopkins Joyce was little Maggie Upton, the barber's daughter at Norfolk, Va.

Irene Castle was born in New Rochelle; Lillian Gish, Springfield, O.; Margaret Anglin, Ottawa, Canada; Julia Marlowe was little Sally Frost in the English village of Calbeck, and when she was five years old moved to Kansas.

THIS WEEK'S RECIPE.

These little confections will be very welcome on the tea table.

One egg (white), 5 tablespoons granulated sugar, 5 tablespoons finely chopped peanuts, few grains salt, 1 teaspoon vanilla.

Beat white of egg until stiff with 1 teaspoon cold water. Slowly add sugar, beating constantly. Shell and remove skins from peanuts. Put through the food chopper. Add to egg mixture with salt and vanilla. Drop from a teaspoon onto a buttered baking sheet and bake 15 minutes in a slow oven.

FASHIONS NOTES.

White velvet wings make very attractive trimming for a hat of shiny black haters plush.

A shawl collar of gold brocaded ribbon makes an attractive finish for a dark gown.

Boutonnieres of real flowers are worn on the shoulder of the evening frock by the smart Parisiennes.

Striped or plaid voile makes very attractive night gowns either in cotton or the silk weaves.

Often a ruffle of accordion pleated silk finishes the edge of a tunic blouse.

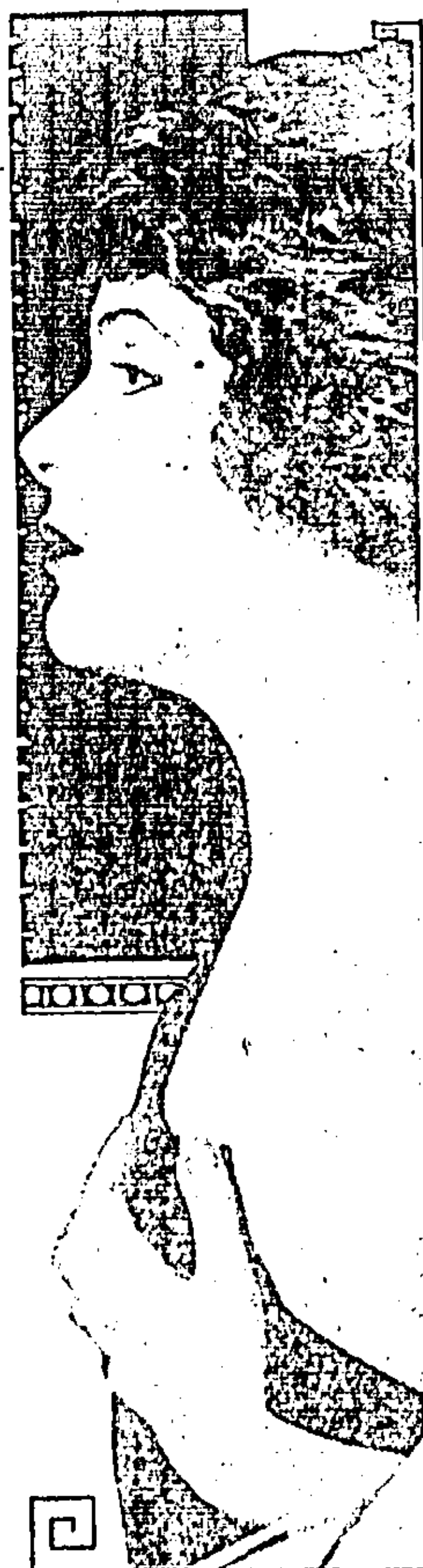
Beaded velvets, satins and crapes have returned to favour and are seen in large numbers at the opera and the smart restaurants.

A lining and collar and cuffs of brilliant red velvet are seen on a black cloth coat.

The newest skirts, particularly for street and sport costumes are circular in front and plain at the back and sides. Besides being extremely comfortable, they are very chic.

Double chiffon scarfs are lovely for evening or daytime wear, and frequently they match the hat.

ALWAYS WINS.



Winning beauty prizes has become a commonplace for Miss Katherine Spencer Smith, whose father was prominent as a former U. S. consul and her grandfather was three times mayor of Cincinnati, O. She has been a model for James Montgomery Flagg.

ELABORATE EVENING DRESS.

The new winter models that are being more or less secretly shown by the most exclusive Paris houses, emphasise the fact that there is a gradually widening gulf in the fashions for day and evening wear. Street frocks may still be straight and slim, but where evening frocks are concerned boyish simplicity is being dethroned in favour of more graceful mature styles that tend towards ultra-elaboration.

OLD WORLD SPLENDOR. We are reminded of the splendour of old Courts in the almost universal favour for fashions in gold, or gold and white—the two colours which clearly lead the way for smart evening attire.

There are sumptuous evening gowns and wraps made of cloth of gold, gold laces, and shimmering, softly-coloured gold brocades, the effect of which is heightened by harmonising footwear and hostery, head-dresses, and other dainty accessories.

There are also gowns of ivory white velvet, deeply banded with white fox fur; while even more magnificent still are those which show lame-encrusted tulle or crepe de Chine, which are veritable triumphs of needlecraft.

PASTEL SHADES.

After white and gold, favourite new tones for evening wear include some dainty grey-blues, and a lovely coppery effect that is obtained by putting layers of mousseline-de-sie over red or mauve lame. No one can ignore the wonders of the new metal laces mounted on tulle or ecru web. Sometimes these delicate metal net threads, worked in needle-run lace patterns, are enriched with bright silver threads and embroidery; while the Spanish influence that is undoubtedly dominating the new evening fashions, is to be seen in dresses made with underdrapes of silver tissue worked in vivid wool embroidery over-draped with tunics of fine black lace. Jewel-studded lace tunics, many bordered with skunk, have reached a high pitch of magnificence, and even the straight, slip-on tunic frocks of last season now appear in a more elaborate

TO-DAY'S BEAUTY HINT.

The first of all beauty requisites is a perfectly pure cold cream, and sometimes you may care to make one at home. It you do, take 4 ounces of almond oil, 4 ounces rose water, 1/4 ounce spermaceti, 4 ounce white wax. Melt the wax and spermaceti gradually in a small saucepan, add the oil, and when it is hot add the rose water very slowly, stirring all the time, and last of all, stir in a few grains of borax. Beat well, pour into a jar, and leave to cool. Olive oil can be used if almond oil is too expensive, but the latter is wonderfully good for the skin.

WRITING TABLE AIDS.

The latest writing-table aids include very deep azure blue writing paper, with envelopes to match, the address printed in a deeper blue, with writing-table appointments—sealing wax and taper, luggage labels, blotting paper, besides china inkpot, and pen tray, pencils and penholders to match. Practically any coloured blotting paper may now be had, chosen to match or harmonise with the room it is destined to adorn.

Prepaid correspondence cards printed with one's address, of the same shade as one's writing paper, are decidedly attractive.

guise, their hem line being cut up into a series of tabs, weighted with jewelled and crystal enornishments.

THE SPANISH INFLUENCE.

A novelty trimming is tabular tulle fringe as fine as cypress fronds, weighed at the end with a crystal drop; while the Spanish influence in bright shoulder knots of flowers or a brilliant cluster of leaves, is emphasised everywhere, particularly in the new bouffant dresses of lace and tulle, which lend themselves so successfully to circular draperies—or those that have all their fullness brought to the front of the skirt, the back alone being slim and straight. Tassels of every imaginable size and description are coming back to favour.

The evening décolletage still remains fairly high in front, but it is cut away in a deep V in the back.

A new feature of some of the debutantes' dresses are long, tulle sleeves, that tie loosely at the wrists, but these are such flimsy affairs that they seem only a variation of the no-sleeve vogue.

A BEAUTIFUL MATERIAL.

Smart dressmakers are exploiting a new black wool and silk crepe, which looks its best made up in a long, slim, three-quarter length coat-frock, tied on one hip and trimmed round the hem with a killing of its own material. This is worn over a narrow slip.

There is also a fashion for gowns made of crepe de Chine, which are trimmed in the front only with a big bertha collar of their own material. This gives a shoulder cape effect in front and ends in a deep V, finished with a long hanging tassel.

BLACK SILK BROCADE.



Gorgeous black silk brocade and soft grey squirrel are ideal ingredients for a smart coat as you see by this photograph. Silk coats for winter are much in evidence for dressy wear and they are interlined and padded so that they are quite as warm as wool.

ENGAGEMENT OF SOCIETY BEAUTY.



The engagement of Frederica McKenney, one of Washington's most prominent society maidens, to Blaine Mallan, member of one of the capital's oldest families, has been announced. Miss McKenney, daughter of Frederic Duncan McKenney, made her debut two years ago.

A PAGE FOR THE KIDDIES.

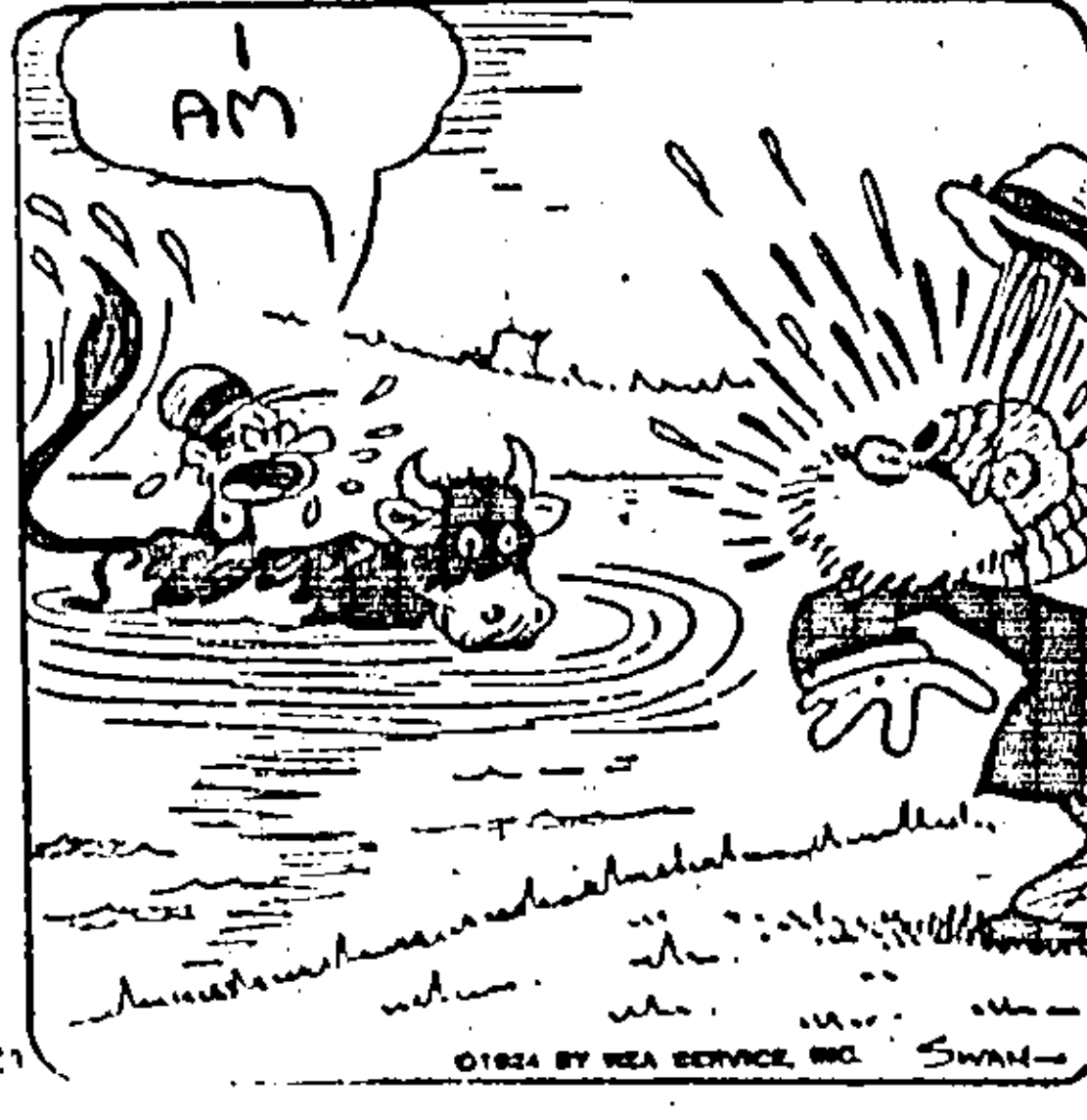
SALESMAN SAM



Obeying Orders

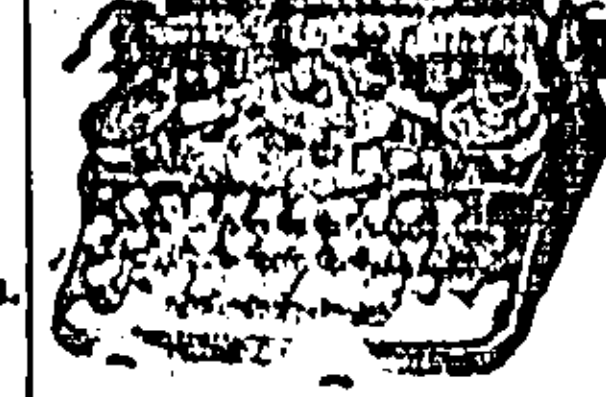


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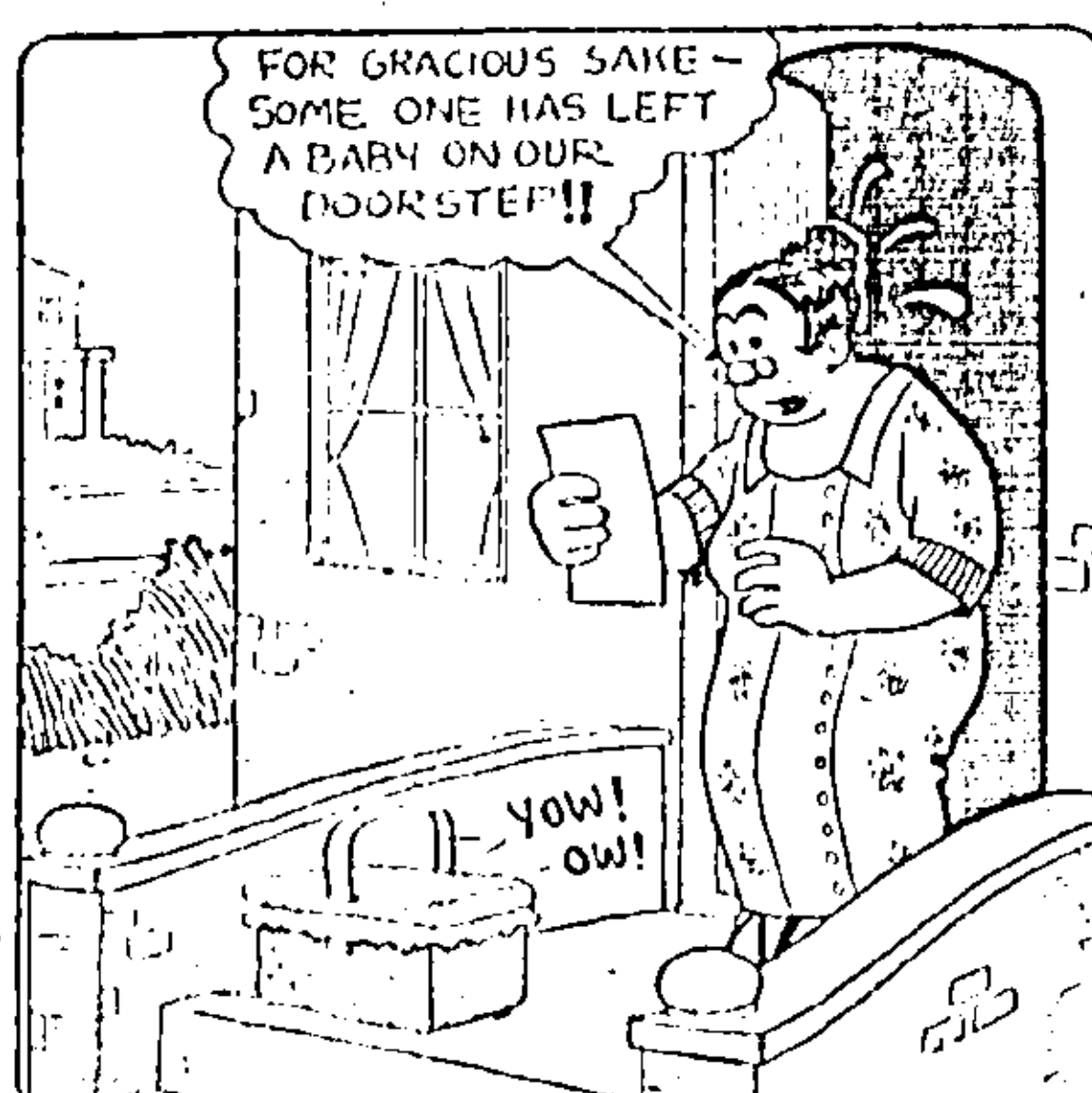


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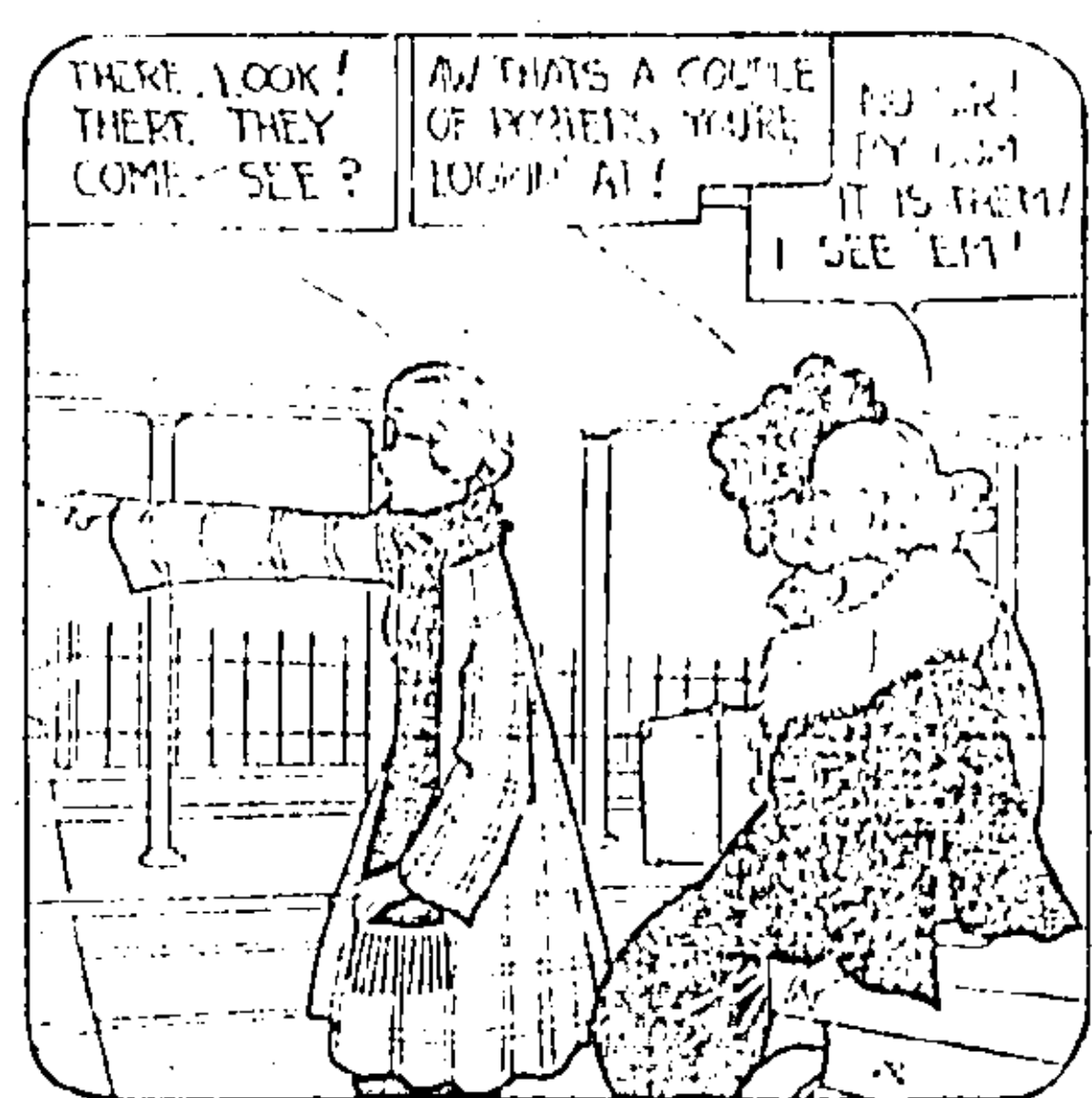
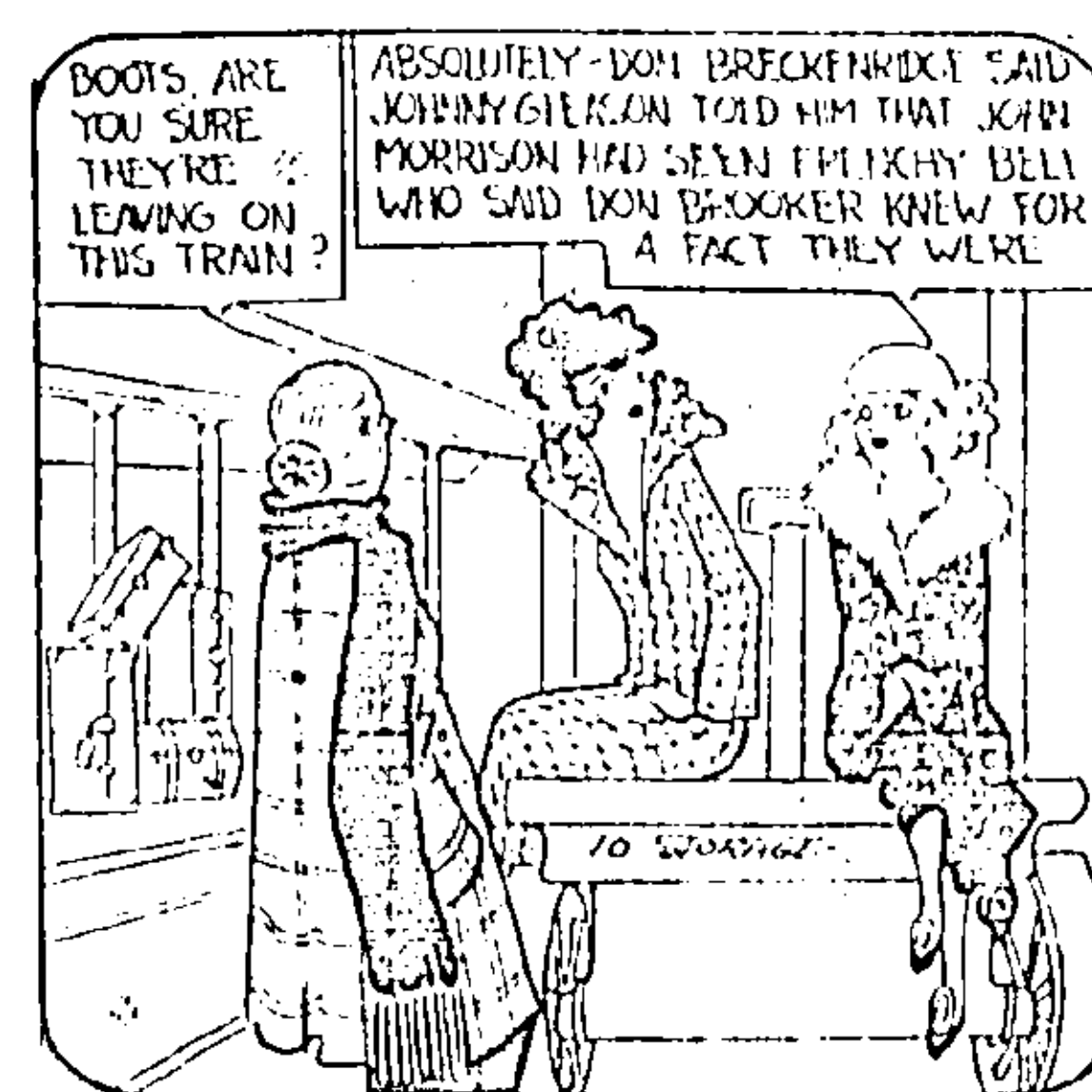


The Mystery Basket—Part 2

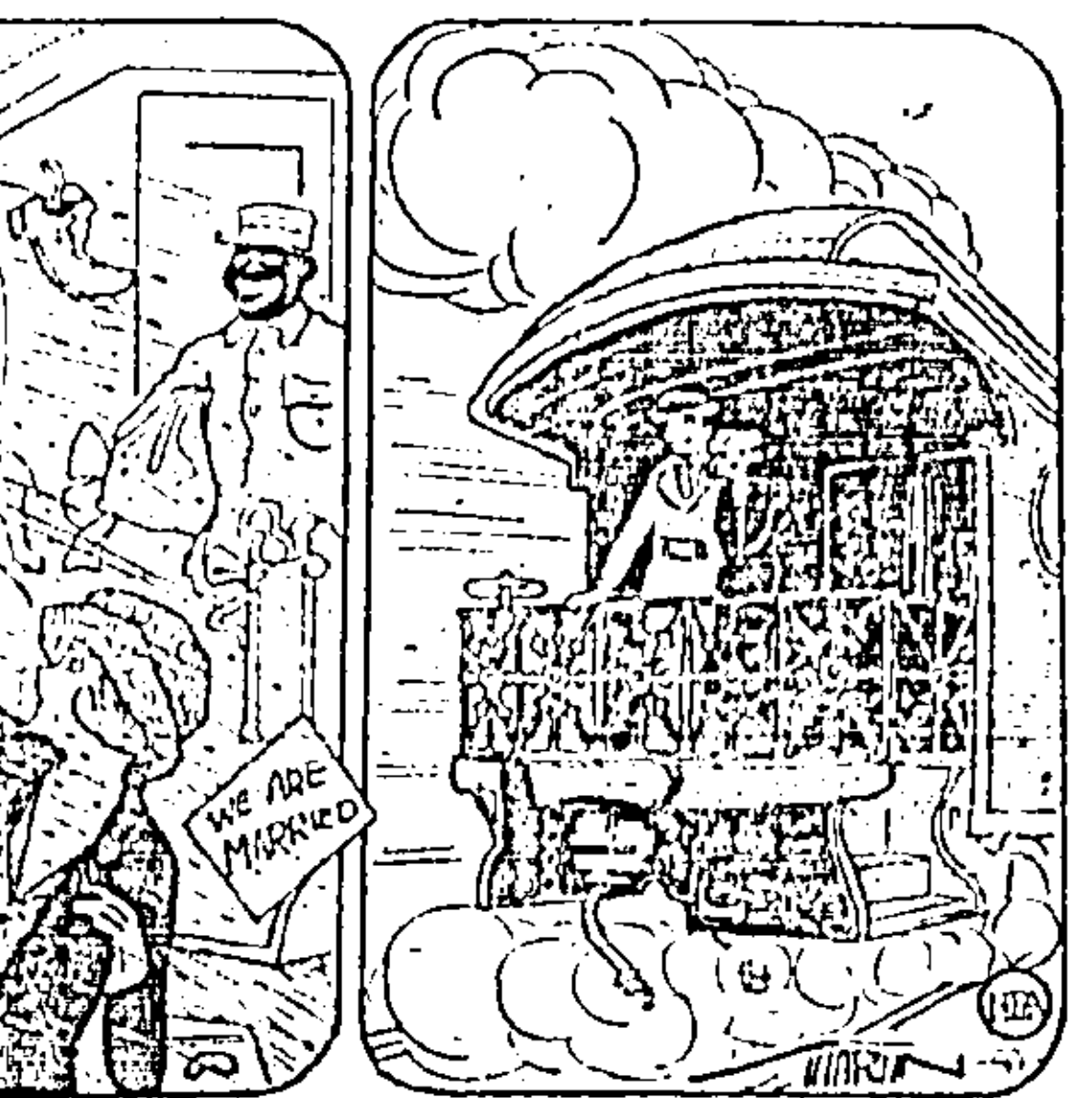
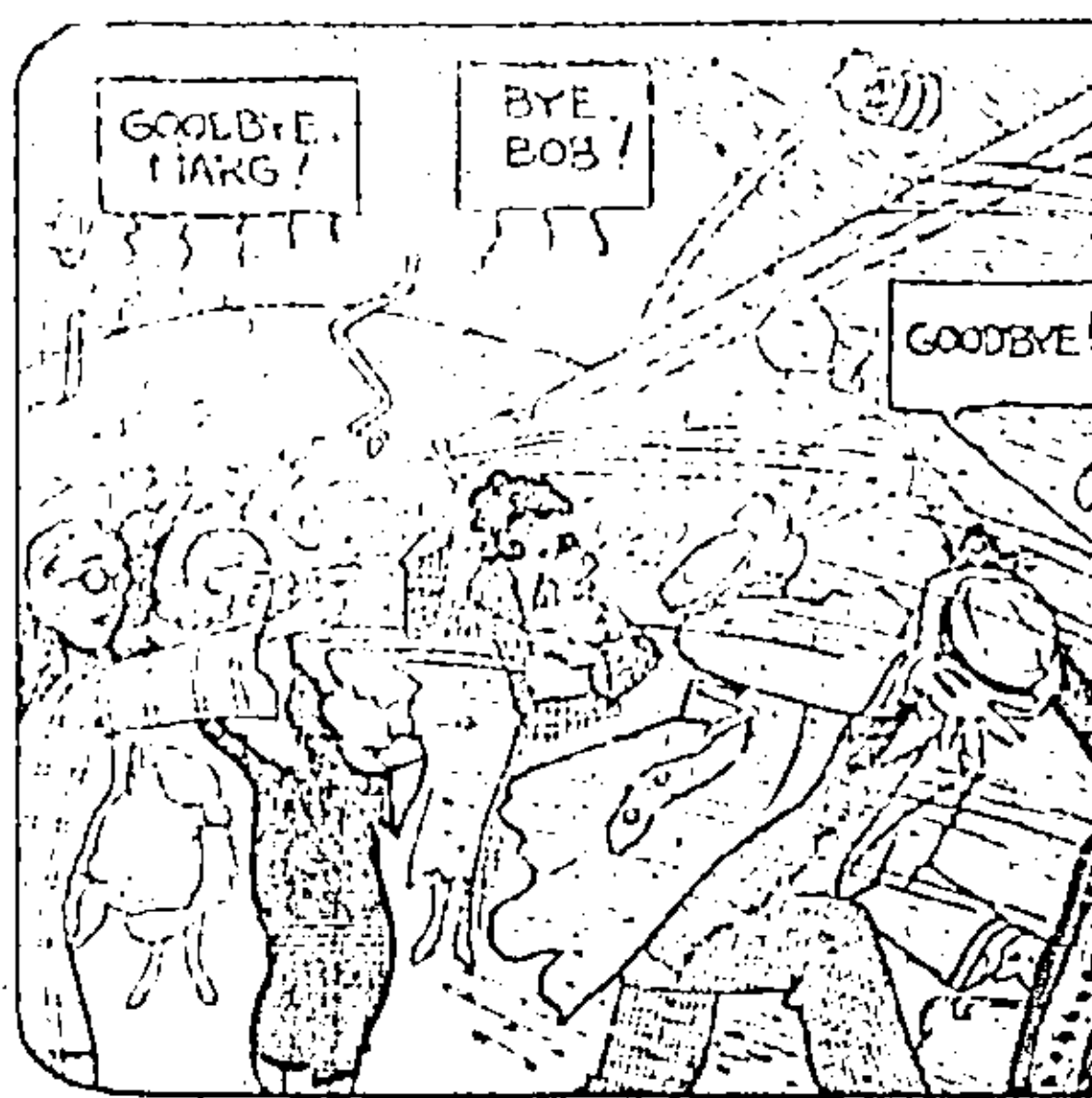


By Taylor

BOOTS AND HER BUDDIES

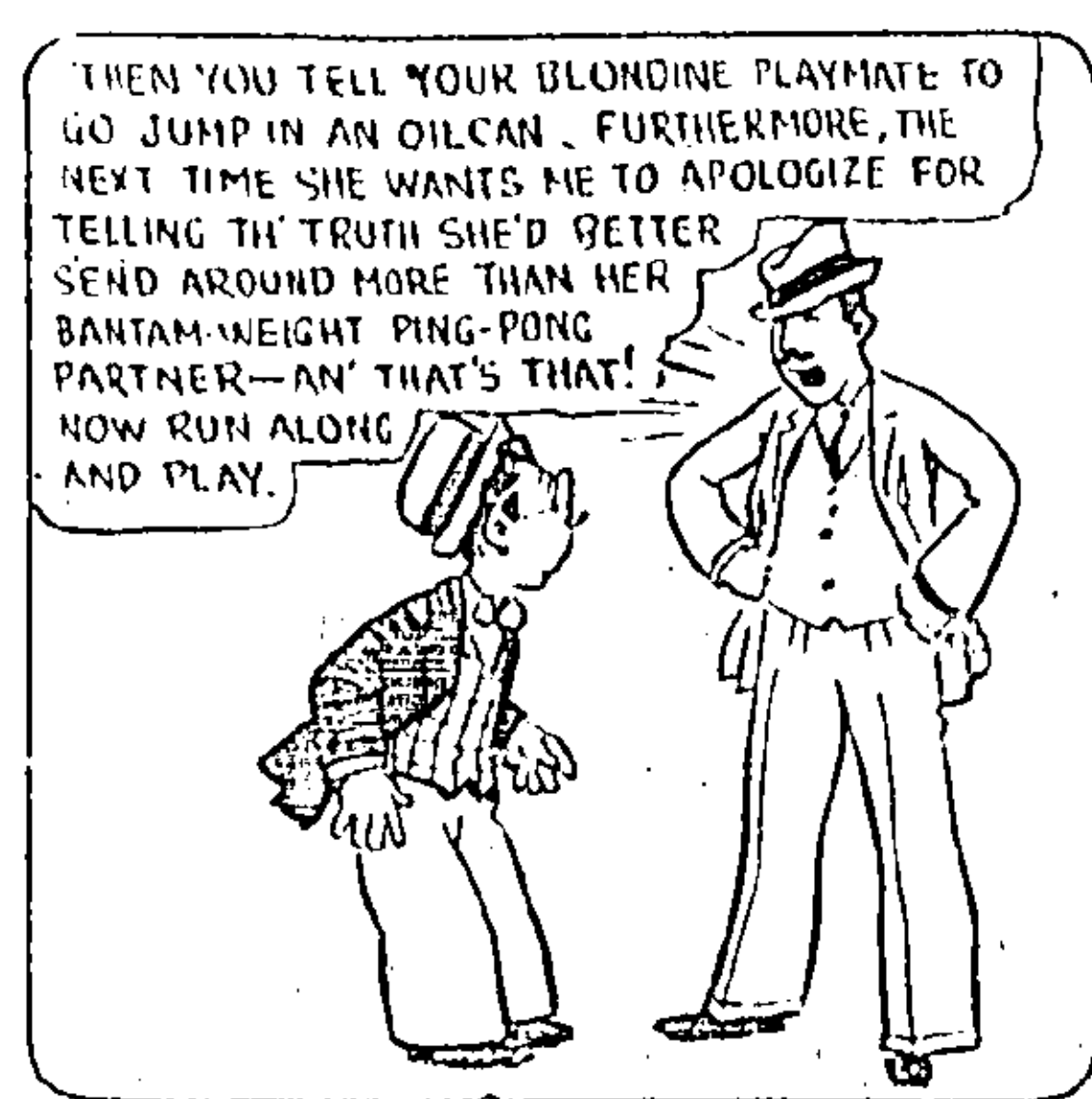
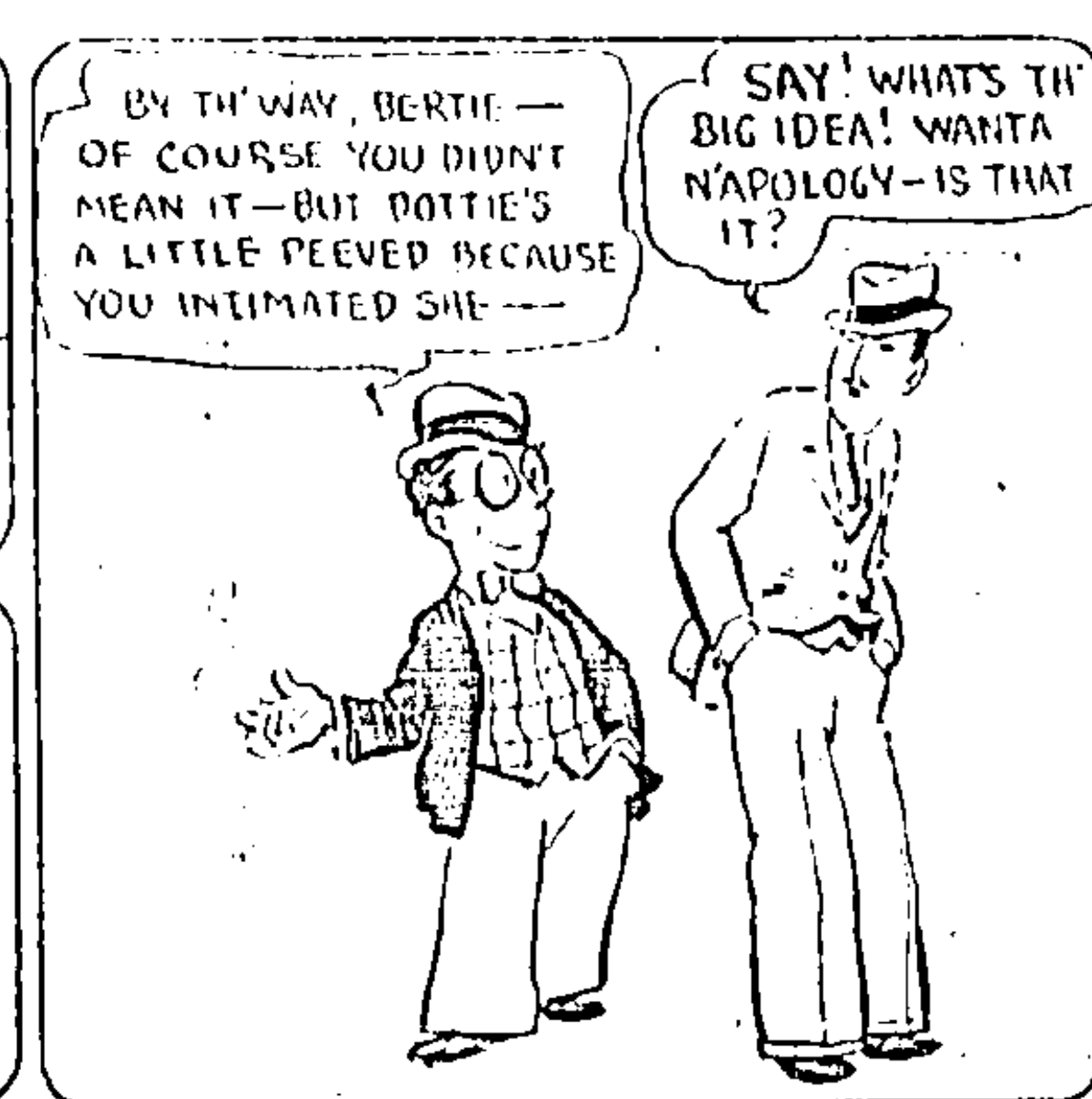


They're Off



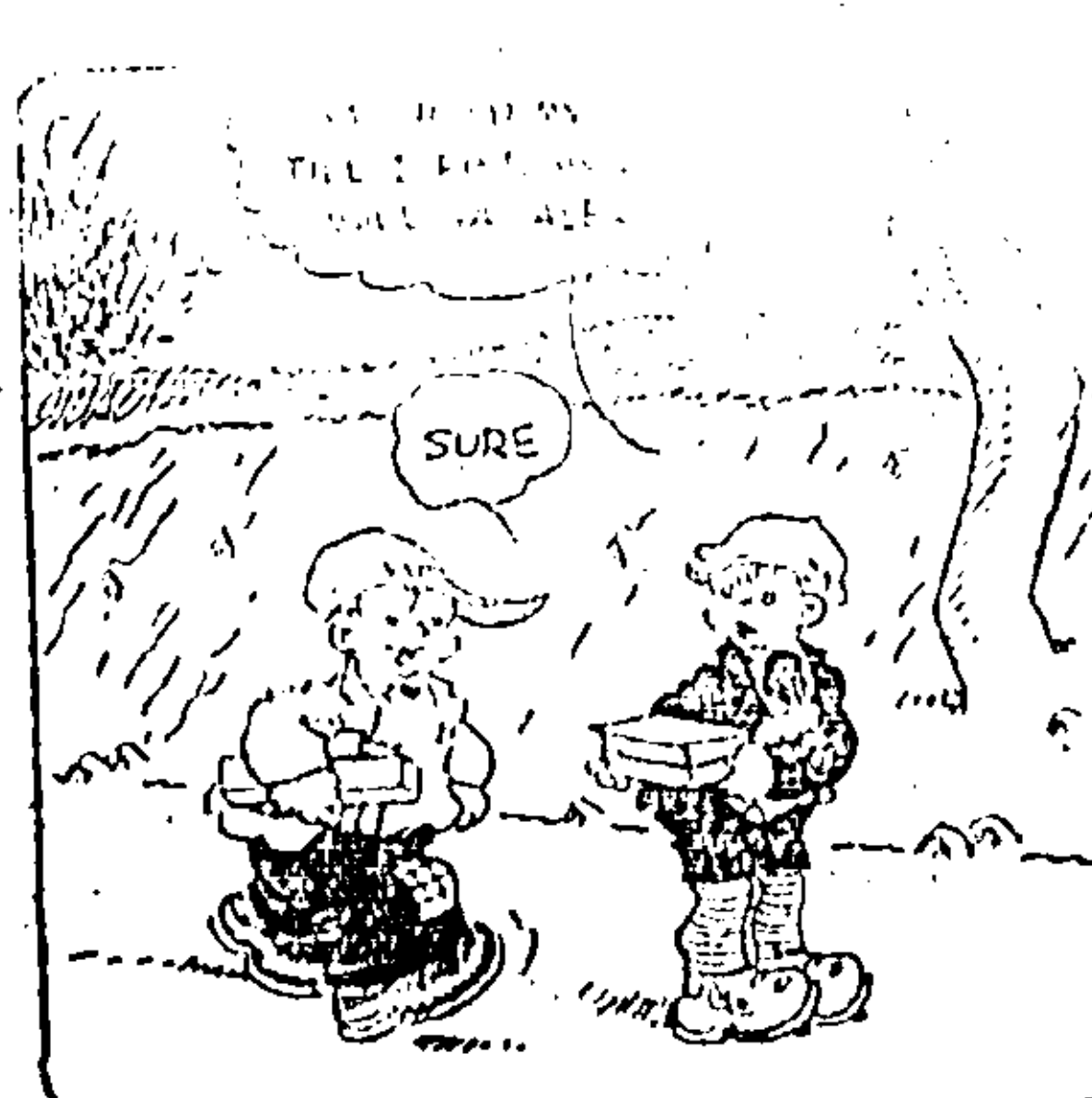
By Martin

WASHINGTON TUBBS II

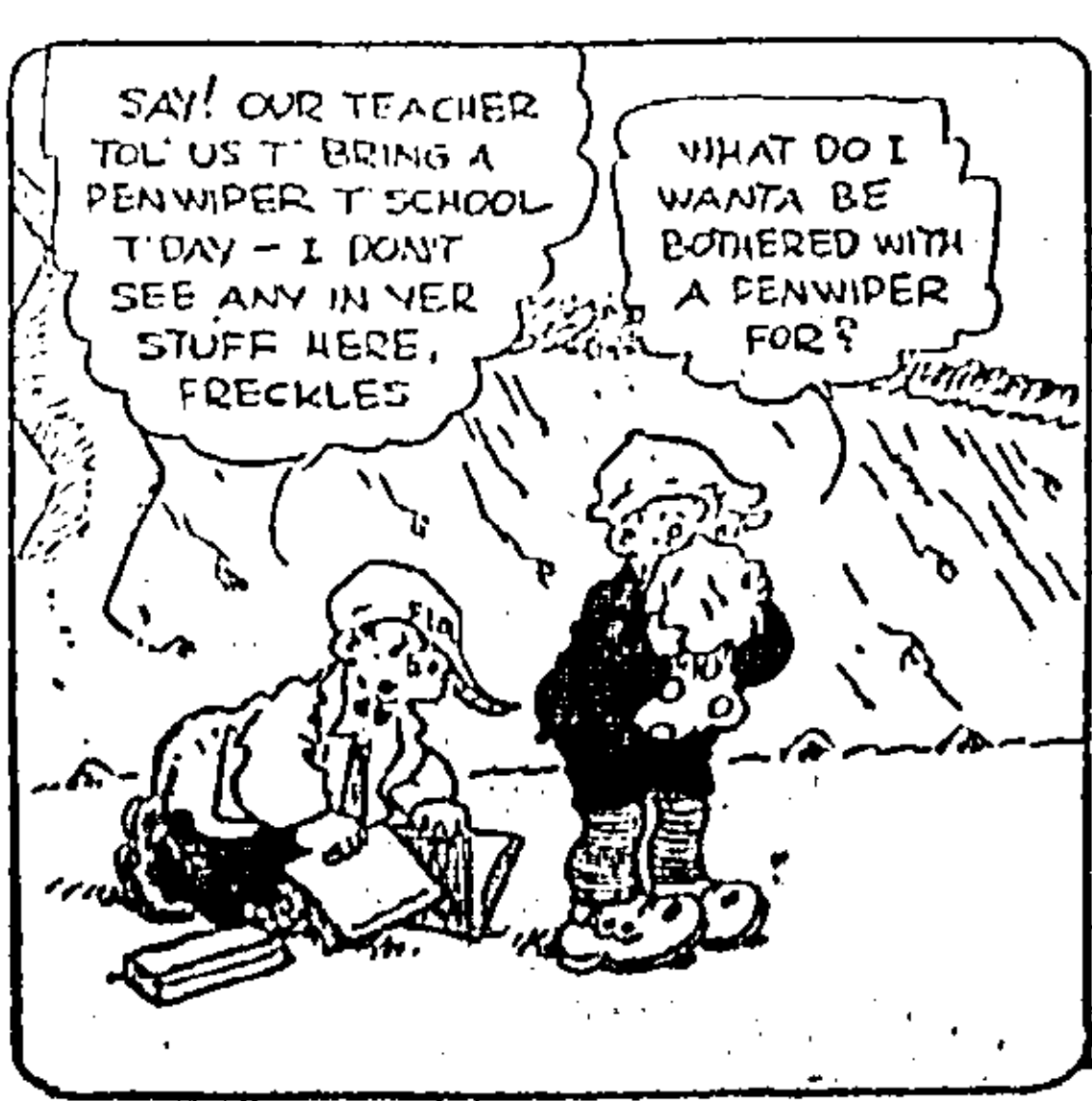


By Crane.

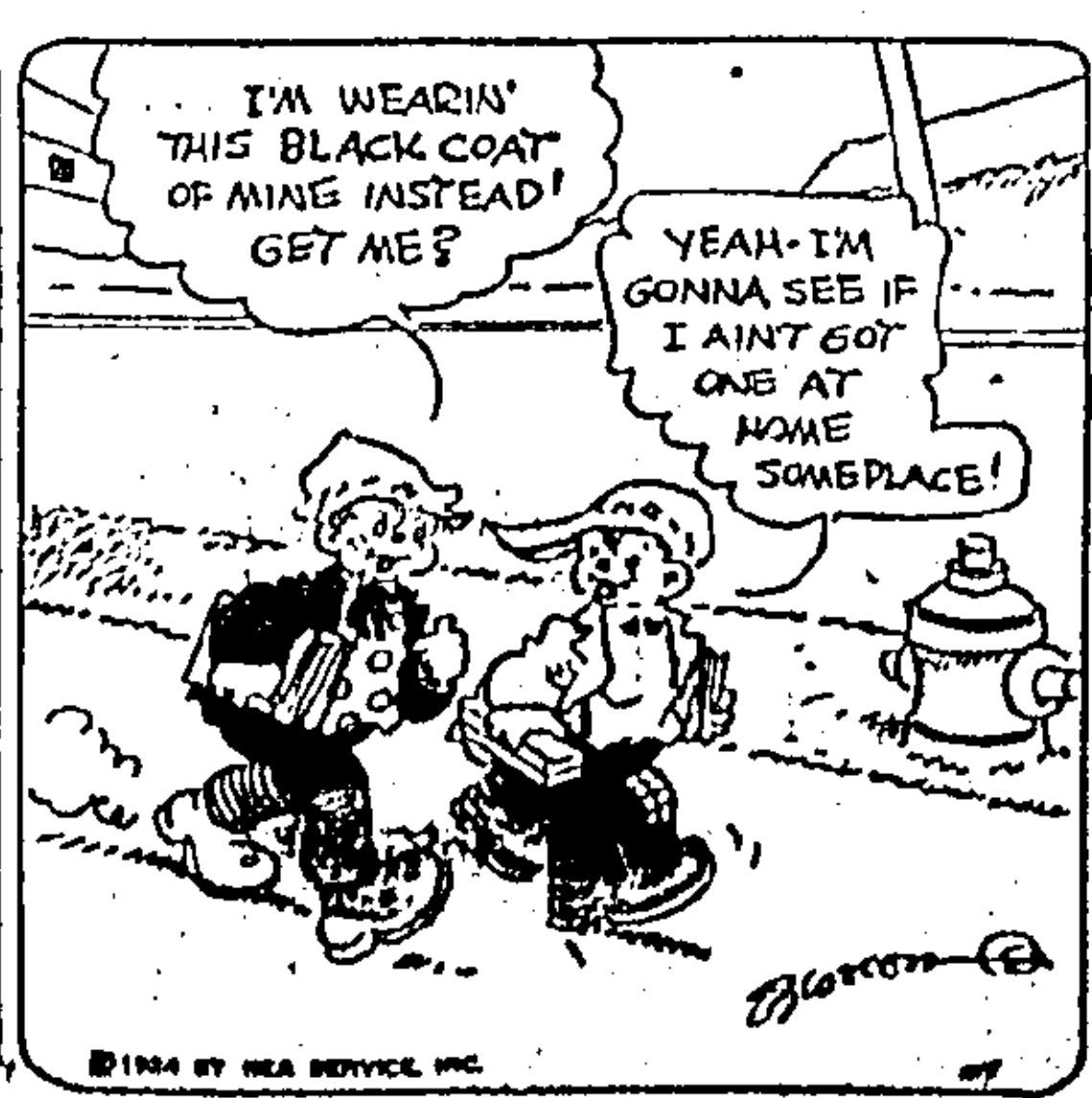
FRECKLES AND HIS FRIENDS



Freckles Starts a Fad



BY BLOSSER



FUNNY STORIES.

INDIRECTLY.

Flubb—So the doctor ordered you to cancel your European trip this year?

Dubb—Well, not exactly in so many words. He gravely warned me that I was in no condition to start drinking.—Judge.

EASY VICTORY.

A budding author sent his first play to a famous actor-manager, with a note attached which ran: "I'll bet you a pound you don't read it all through."

By return of post the author received his play with a pound note and the brief reply, "You've won."—Tilt-Bits.

A SUBSTITUTE.

The wife of the profiteer was having great difficulty over the furnishing of the large house. She did not know the names of ordinary articles of furniture, and the more ornamental things puzzled her completely.

One day a woman asked her, "Have you Lamb's Tales?"

She thought for awhile, and then answered nervously: "No, but I've got a gray sheepskin rug."—Tilt-Bits.

HE'S WILLING.

He was getting into his automobile when a pretty young woman stopped him.

Young Woman—Please help the Working Girls' Home.

He—Certainly! I haven't much time. How far away do they live?—Answers.

QUICK REPAIRS.

The inspector—I find your scales absolutely correct, Mr. Short—16 ounces to the pound.

The Grocer—I suspected they were. I'm going to fix 'em when I get time.—Answers.

MISTAKE.

Mr. Rabbitt—Who was that lady I saw you with yesterday?

Mr. Crabtree—Oh, that was the wife, my stenographer is on her vacation.—Judge.

OCEANS OF EXPERIENCE.

Employer: "What do you know about salesmanship?"

Applicant: "Well, at home I always skipped the pastor's yacht.—Sydney Bulletin.

HOW IT HAPPENED.

"And how's Mike to-day, Mrs. Flanagan?" inquired the doctor.

"Faix, an' he's dead, sorr."

"Dead!" said the horrified medico. "Never! Did you give him that powder?"

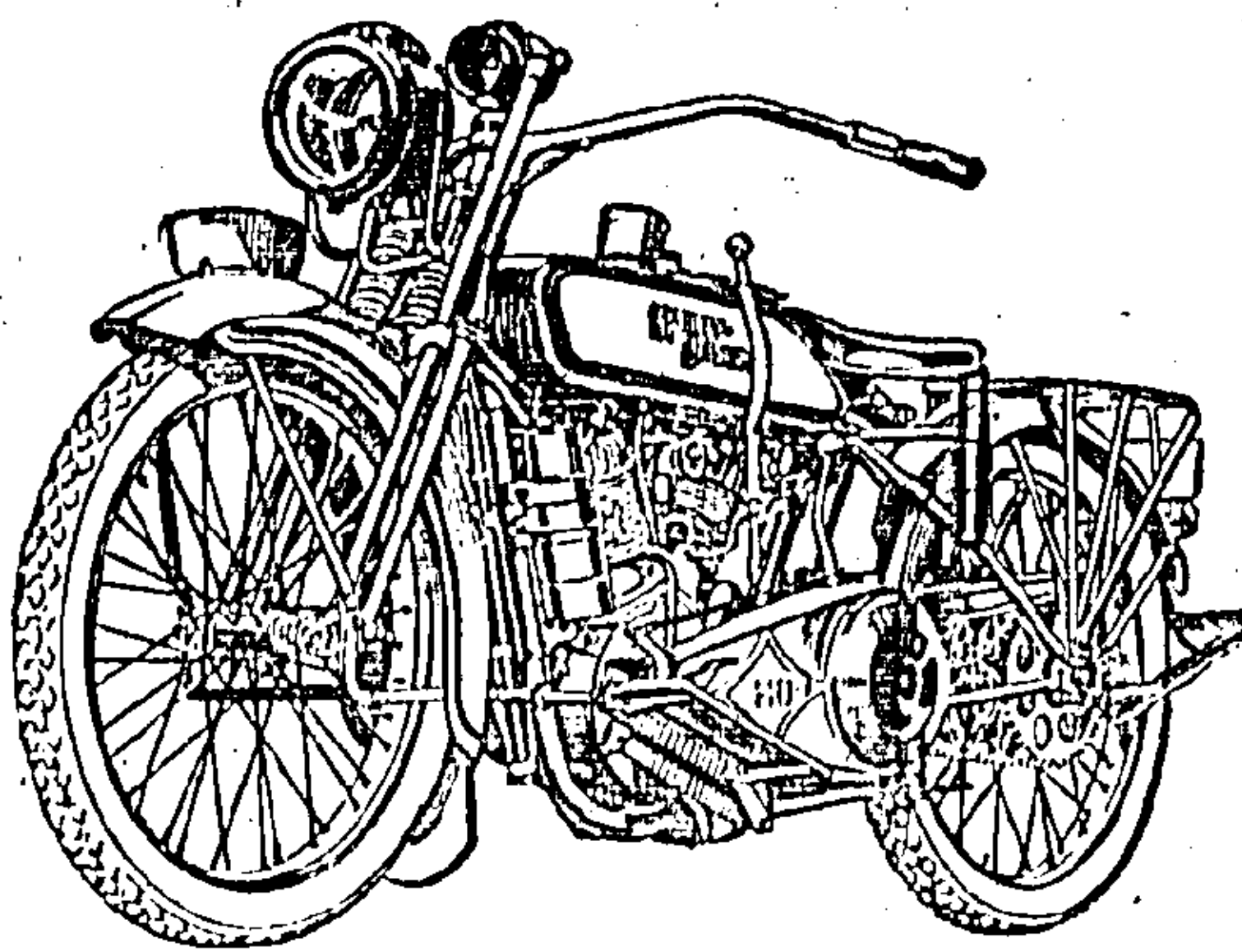
"I did, sorr. Yez told me to give him what 'ud go on a six-pence, an' as Oi didn't have a six-pence Oi giv him what wint on six pennies, sorr, and—funeral's to-morrow, sorr."

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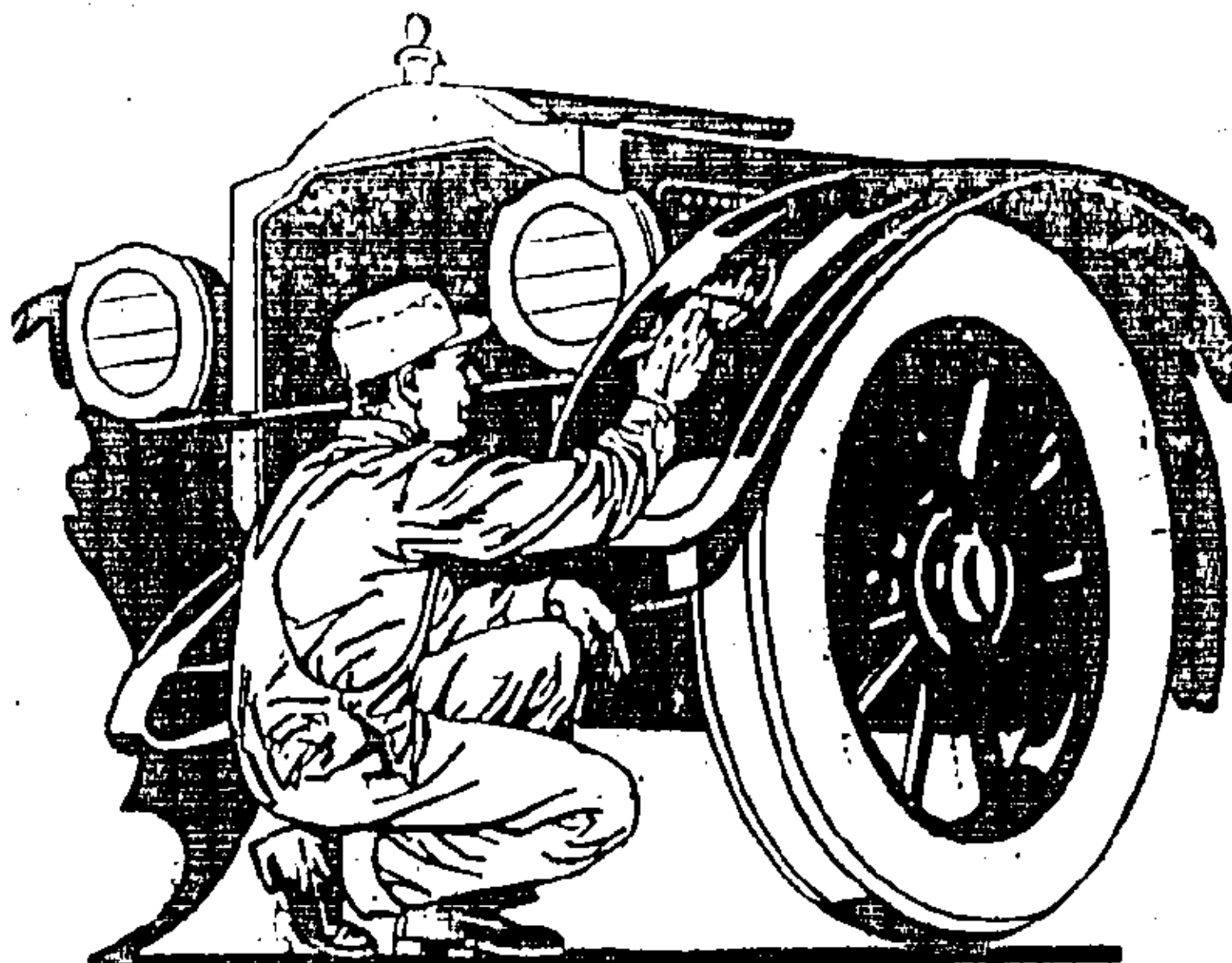
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OLYMPIA SHOW BANQUET.

PROGRESS OF BRITISH MOTOR INDUSTRY REVIEWED.

The annual dinner of the Society of Motor Manufacturers and Traders held in connection with the Motor Show took place on October 16th at the Connaught Rooms, London. Lt. Col. J. Sealy Clarke, this year's president of the Society, presided over a large gathering which contained amongst the guests many well-known people associated with or interested in the motor industry. After the customary loyal toast had been honoured, Sir Henry Maybury, Director-General of Roads in the Ministry of Transport proposed the toast of "The Motor Industry." Commenting on the tendencies as disclosed by the Show, he hoped that the larger cars—all of them—would in the rear future be fitted with big tyres. They would help to solve the roads problem. Sir Henry then referred to the fact that a great increase had taken place last year in the number of motor vehicles using the roads. He said that the motor industry was a great factor in dealing with the employment and unemployment. Had the motor car been developed earlier there would have been no slums. He then dealt with the London dock roads and the need for a great improvement in that quarter and in London traffic generally.

Col. Sealy Clarke, in replying, observed that the next Government should be notified of the date of the 1925 Show, an observation that caused much laughter. He then proceeded to review the activities of "The Society" in its various departments. The industry comprised 95 British makers of private or pleasure cars, 90 British makers of commercial and public service vehicles, and fully 700 makers of components and accessories. In addition there were 100 concessionaires for American and Continental motor vehicles; and some 14,000 concerns engaged directly in the distribution of motor goods. A capital of over £200,000,000 was invested in the industry and employment given to about 250,000 workpeople. The speaker proceeded to enumerate the extensive ramifications of the industry.

BRITISH PRODUCTION AND EXPORT FIGURES.

Proceeding to deal with the work of "The Society," the President said that it brings together representatives of the various branches of the industry to discuss and take action on matters of common interest. Of such matters he mentioned legislation, standardisation, exhibitions, and trials, benevolence, as well as their work in the international field. Although international in character, he pointed to the fact that "The Society" was able to organise a collective exhibit of purely British motor goods at the Wembley Exhibition. Their section was a greater success than was generally anticipated.

Col. Sealy Clarke then gave some statistics showing the progress of the industry. The annual production of vehicles of all kinds had reached about 120,000 valued £60,000,000. They had no complete figures for 1924, but in 1923 it is estimated that 70,000 private cars were produced as against 14,000 in 1914. There had been an increase during the past year in licensed private vehicles of 68,756 and of 30,430 commercial and public service vehicles. On the export side the returns for 1924 showed a very large increase over last year's figures, and would exceed the 1913 figure which was about 7,900 vehicles.

Dealing with the removal of the McKenna Duties no one, said the President, could forget the effect of such removal. They did know, however, that the Duties materially assisted the recovery of the industry during the reconstruction period.

MOTOR TAXATION.

Coming to motor taxation he said that a utility car, priced at about £100, should pay an annual duty of 25 per cent. of its value was unjust and prejudicial to the industry. No formula for the calculation of horse-power could be so equitable in its working out as an indirect tax, namely by fuel. If the Government made up their minds to tax motor spirit they could do it readily and economically. However, this might be, they could not be blind to the possibilities of at least improving the direct tax. To those concerned he would say:—(1) Any tax based on the theoretical formula must inevitably

ably affect freedom of design and that is necessarily prejudicial to the British manufacturers looking for a world market. (2) The higher the tax the more prejudicial does its influence become. (3) There is an economic limit to the rapidity of road development, and we must not saddle the industry with an artificial burden due to the attraction of road works in advance of their time and anticipated at the expense of our Fund in the relief of unemployment. (4) If we could have a periodic review of the amount of taxation and if the total revenue from motor taxes could be fixed from time to time at an amount to cover the reasonable progressive improvement of our roads, then we might well suggest to the Government an agreed formula for the ascertainment of horse-power for taxation purposes to remove or alleviate as far as possible the inequities of the present system. (5) If, on the other hand, we are asked to suggest in effect an alternative to a horse-power formula to which we were indirectly a party twenty years ago, and under which British design has developed, which may be used to extract some undefined or unlimited revenue for the relief of the Exchequer or for the benefit of the ratepayers, then I can only reply that the Government themselves must take the whole responsibility for a policy which must be theirs alone, and as regards which the industry cannot be accused of being a party thereto in any shape or form.

THE SECOND-HAND CAR PROBLEM.

There were two significant passages in the President's address, one relating to the trading policies of individual firms and the other to the possible solution of the second-hand car problem by means of local shows, sales, or exhibitions. In regard to the first, Col. Sealy Clarke said: "To those who consider that the power and influence of Society might properly and usefully be extended to control the trading policy of our manufacturer members, I would suggest that there is a broad line to be drawn between agreement and compulsion." As to second-hand cars, "Speaking for myself," said the President, "I would suggest that the importance of finding new markets for second-hand cars, so essential in the interests of the markets for new cars, is such that the wisdom of undertaking the organisation of second-hand car shows may well deserve the careful attention of our Council."

The toast of "The Guests" proposed by Sir William J. Otte, K.B.E., vice-president of the Society, was responded to by the Hon. Sir Arthur Stanley, Chair of the Royal Automobile Club.

LONDON'S BUS "PIRATES."

INCREASING RIVALS TO THE L.G.O.

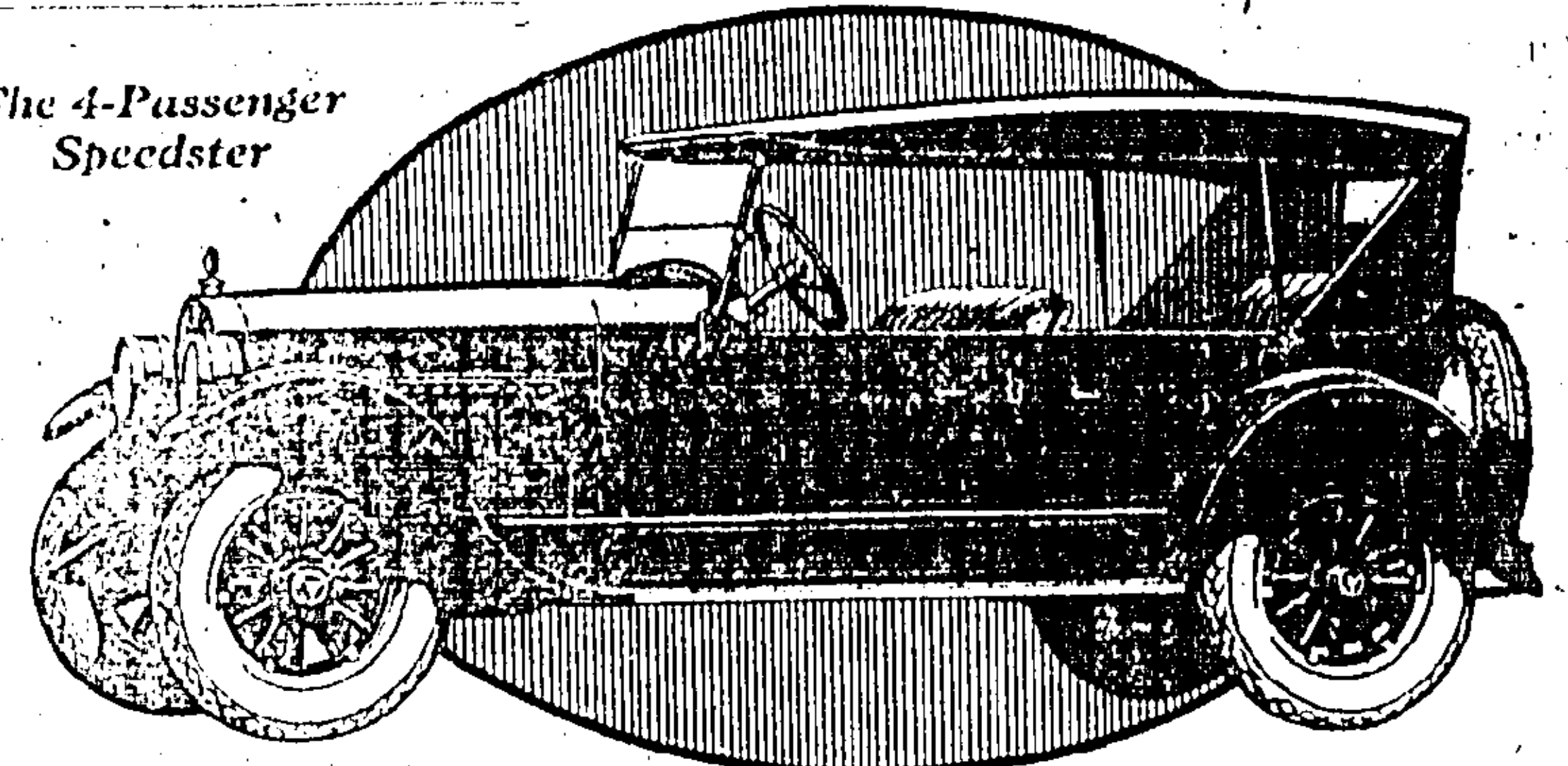
It seems only the other day that the London General Omnibus Company achieved a little unpopularity in certain quarters by endeavouring to drive off the streets the one or two "pirate" buses which appeared to contest its supremacy. There was something to be said for the monopolists, for, while not neglecting their own interests they studied the public convenience by running buses for nightworkers, whereas the newcomers confined their energies to reaping the rich harvest of the crowded streets during the daytime. However, public sympathy for the "orphans" induced the General to abandon its "nursing" with the result that the family has grown large enough to fill the Foundling Hospital if that famous institution were to be converted into a garage.

To-day there are close on a hundred "pirates" roaming the London streets, running on regular and irregular routes, but keeping mainly to the best-paying thoroughfares. Nearly every morning sees an addition to the fleet. It is becoming quite an amusing occupation for old-time "busriders" to count the number of newcomers met on a journey through town. The most striking is the "bus" which bears a red flag painted across its side and boldly proclaiming itself "Pirate." Others named on similar lines are a "Red Rover" and "Liberty Blue." Several strangers as "Royal Blue," "Favourite," and "Arlene" are reminiscent of the horse-bus days when familiar friends by names were bearing those names. Some of the new names indicate more or less clearly the districts served. Such as "Eastern," "Western," "Central,"

and "Southern." One is named after a football team, Tottenham Hotspur. Some affect Latin appellations, such as "Pro Bono Publico" and "Nulli Secundus," while one designates itself "Perseus," whatever that may imply. A few are content with initials—for example, "H. R. H." "K. P." "B. B." and "J. J." One

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And yet Hudson's margin of price advantage over comparable cars is more apparent than ever. Of course, the preference it enjoys everywhere rests wholly upon this consistent supremacy of value. Everyone knows its reputation for performance, reliability and trouble-free service.

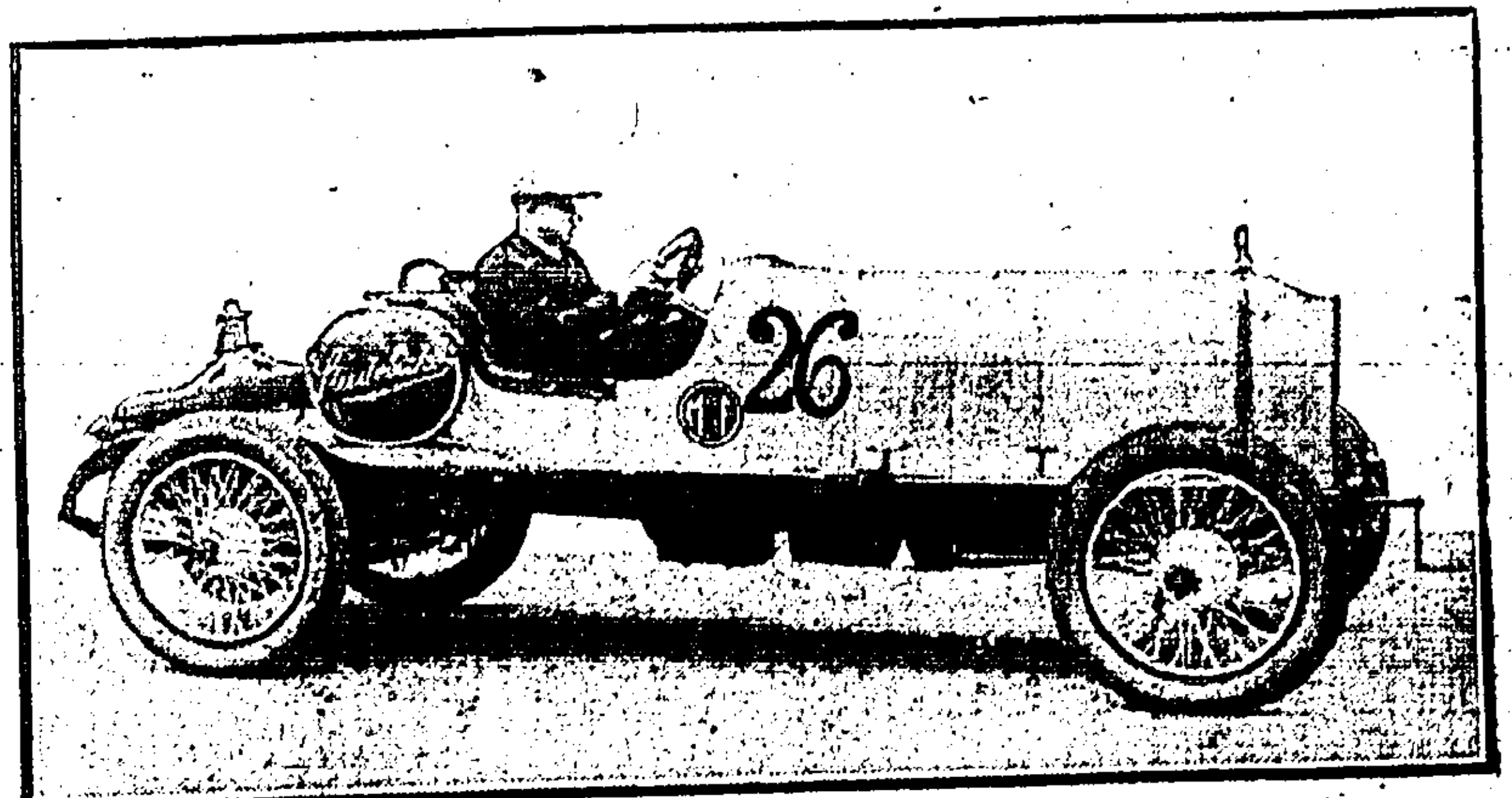
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A FAMOUS CAR.

Retires to Honoured Place.



In winning the 1924 Gran Premio of Argentina, South America's most important race this Studebaker Special Six driven by Mariano de la Fuente scored a remarkable victory. In recognition of its accomplishment, the car has been brought back to the United States to occupy a place of honour in the Studebaker National at South Bend, Ind.

When the S. S. Western World, arrived in New York on one of its recent trips from Buenos Aires, it carried a motor car that meant much to South American race followers.

The car was the Studebaker Special Six that won the 1924 Gran Premio of Argentina under the pilotage of Sr. Mariano de la Fuente.

As the heroes of old returned to the places of their nativity to receive recognition for victories scored on the battle field, so this famous special Six—the winner of the most coveted of all racing honours in South America—has returned to the place of its origin—the Studebaker factories. At South Bend, Indiana, it will be displayed in the Studebaker National Museum, along with other famous Studebaker cars, which have won honours placed through some outstanding achievement at home or abroad.

To win the Gran Premio, even once is significant. But the 1924 victory was particularly important because it marked the third consecutive year that Studebaker cars had won this important event. The race is held each year under the auspices of the Argentine Automobile Club. The course extends from Buenos Aires to Rosario to Cordoba and return—a total distance of 1570 kilometers (about 100 miles). It is the most important racing event in South American and is hotly contested by more than a score of America and European cars.

Notwithstanding the fact that Sr. de la Fuente's Studebaker was forced to endure hours of excruciating speed, and to withstand the hard lips of tortuous roads, deplorably muddy for the most part, this car crossed the finish line of the 1924 Gran Premio in excellent condition. On being

unboxed at the factory, it was driven for a trial spin. With practically no other attention than the adding of water, oil and petrol, it sped over highways and up hills with the power and nimbleness of a youngster. Yet this veteran had seen more gruelling labour in one year on Argentine race tracks than the average car experiences in 8 or 10 years of service!

But no longer will hours of roaring speed be demanded of the victorious Studebaker Special Six. Beside the noted Studebaker Big Six that travelled over one-half million miles, equivalent to more than twenty trips around the world; next to the Studebaker Light Six that established a long list of notable records in California in 1921, some of which have never been equalled to this day—there this famous Studebaker will spend the remainder of its days in honourable retirement.

Two aim at humor, such as "Havarti" and "Unesdur." Then there is the military touch in "Field-Marshal," "Service," "X-Service," "Havlock," "Legion," and "Victor."

Taking others at random, just as they roll by there are "The Matchless," "New Times," "Red Rose," "Lancastrian," "Our

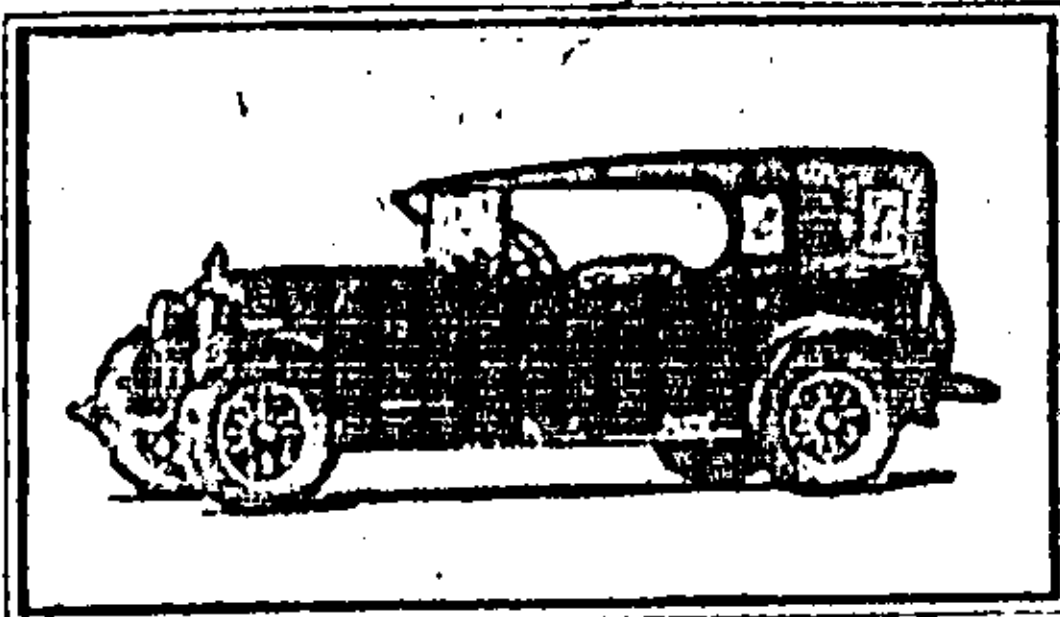
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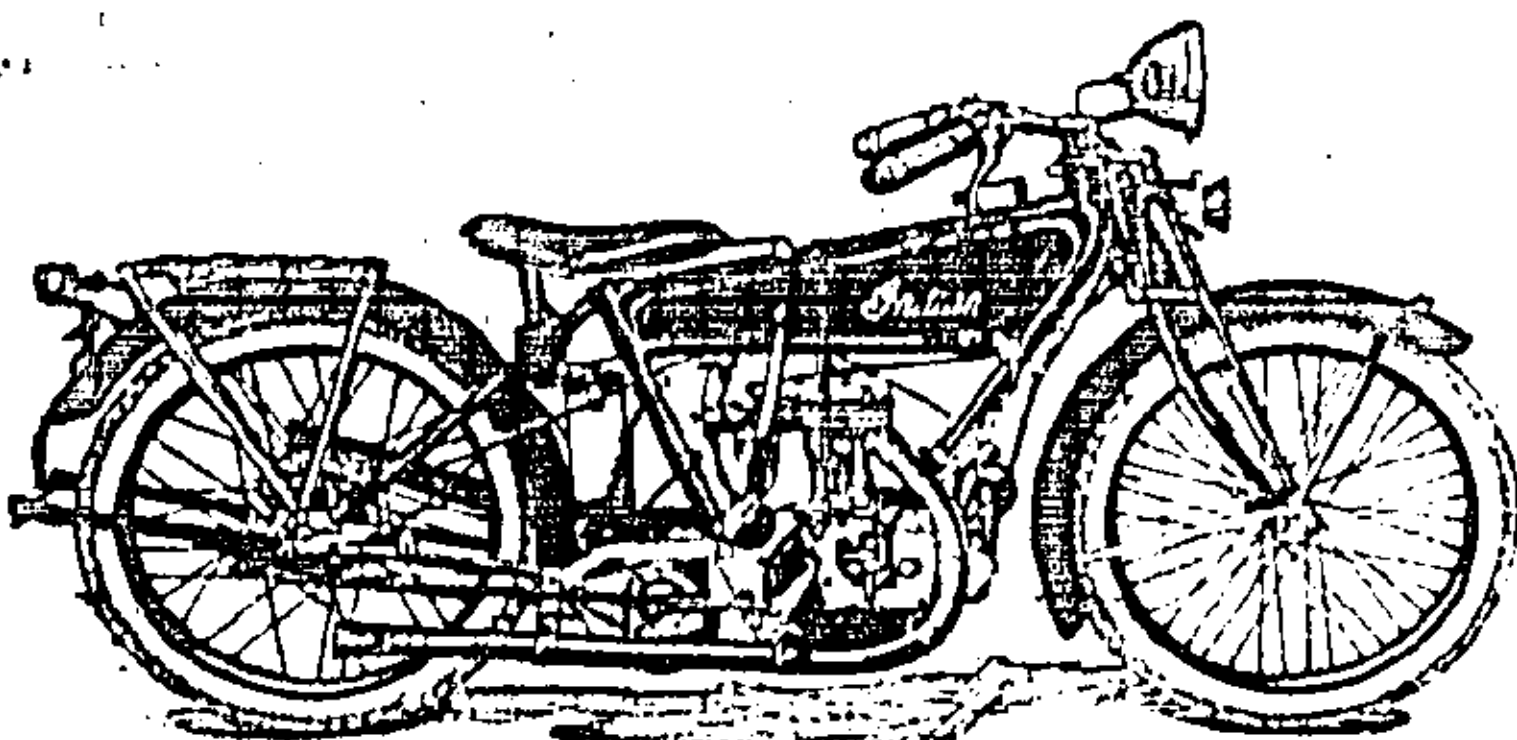
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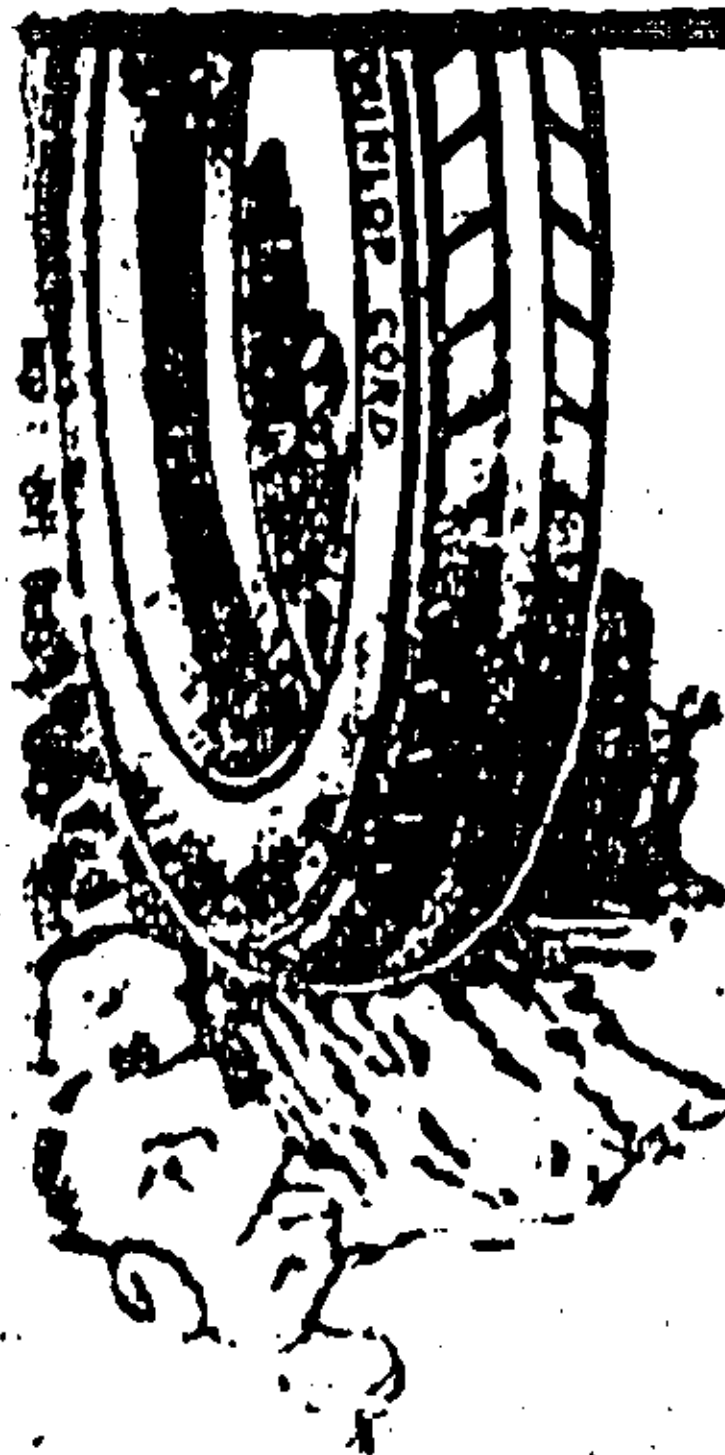


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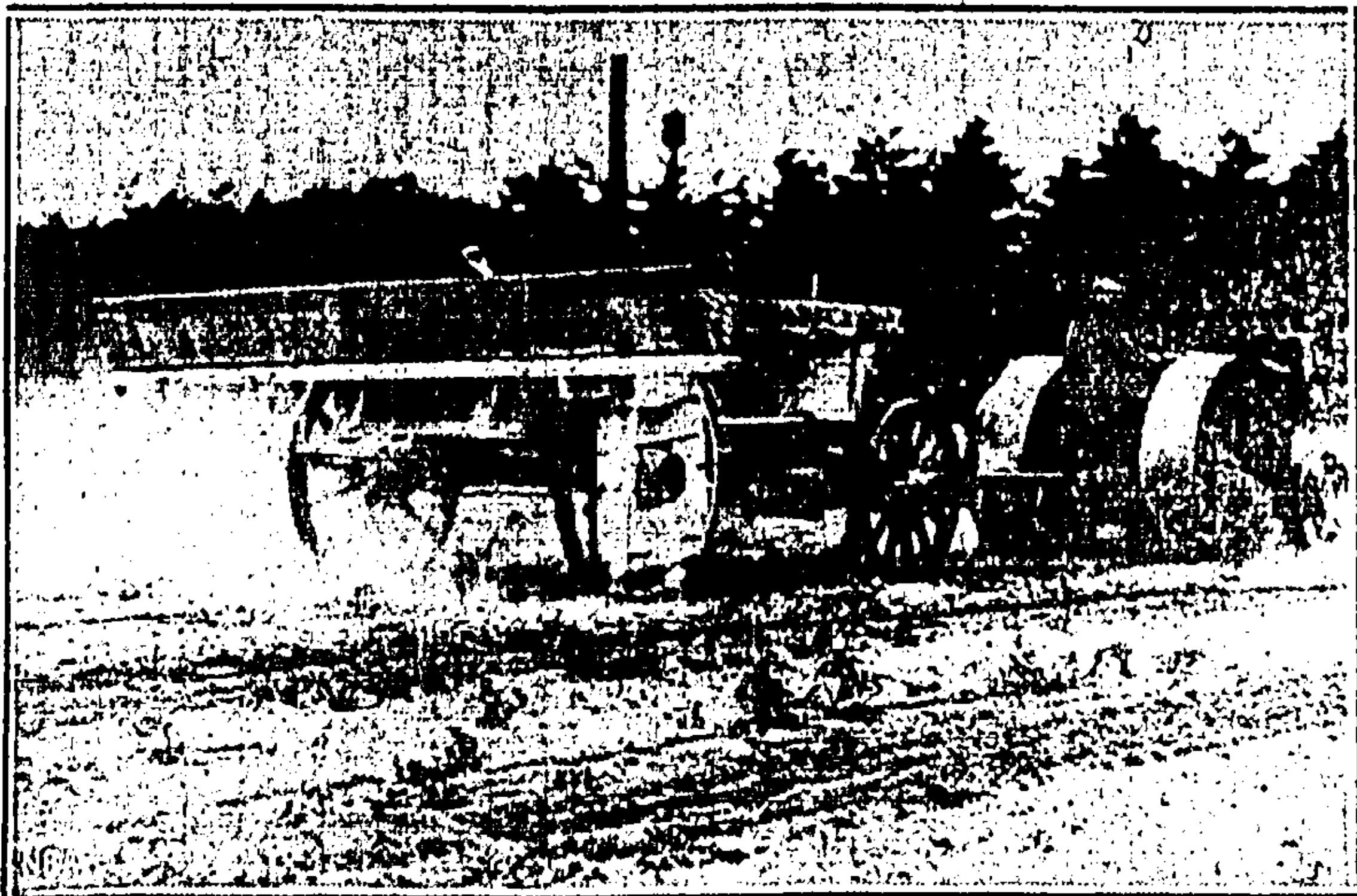
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MOTOR AND AGRICULTURE.



This picture shows a new patent lime spreader in operation behind a motor tractor. These tractors are fast replacing horse drawn vehicles.

U. S. MOTOR NOTES.

PROBLEMS AND LESSONS.

Students of the automotive industry in America and throughout the world have soon how other countries in their experiences with the motor car are going through the same stages of development that the United States did. And United States with its 16,000,000 registered motor cars and trucks have some real problems which other countries throughout the world should avoid. For example, every city should have a planning commission to anticipate the time when the motor car will be the accepted means of transportation just as it is in the United States to-day.

America is a young country. The country has not been discovered 500 years. The cities were laid out in the days of horse-drawn surface cars and slowly moving vehicles. To day is the day of the motor car but the streets are the same, pretty largely.

Now it is true that foreign countries with centuries behind them do not change like American cities do, but the wise city will not postpone the day of planning for greater motor vehicular use.

In many countries of the world the motor car is still a luxury. In the United States it is the commonest of all means of transportation. In many countries the bicycle is a notable example. In America the bicycle is little used. The people who used to ride bicycles in America are now using motorcars.

London and Paris and the other great cities of the world have their traffic problems. New York probably has made more progress in handling traffic than any other city because it had to work earlier. Other cities which think they will never have a traffic problem should make up their mind that the day is coming when motor cars will be common and plans must be made for their operation.

The motor car is simply a means of transportation. As a country improves its means of transportation and communication it progresses. And every country likes to progress.

It is an interesting fact that in the United States it is possible to load half the population in the registered motor vehicles of the country while not more than 3,000,000 men, women and children could be accommodated in all the usable day coaches and railroad sleeping cars.

There are cities in America where there are more registered motor cars than listed telephones. It is getting increasingly common for families in America to have more than one motor car.

The traffic commissioner of Berlin came to the United States recently to see how traffic is handled in New York, Chicago and the other large cities. He went home and offered some suggestions. The suggestions were put into effect and immediately there was rebellion. For example, complete turning around of cars on certain streets was prohibited because it slowed up traffic. The constant tooting of horns was discouraged. Parking was prohibited on certain streets. Now the traffic commissioner and the merchants on streets where parking is not permitted

MOTOR RACING.

FRENCH TRACK RECORDS.

The Monthory-Linas motor racing track, which is claimed to be the fastest in Europe, and on which numerous records have already been broken, was officially inaugurated on October 11. The autodrome lies fifteen miles south of Paris. The length of the concrete track is 2,500 metres.

The programme on the date named, opened with a 150 kilometre contest for cycle cars of 500 c.m.c. The winner was Dhomo on a Morgan. His time was 1 hr. 36 min. 2 sec., averaging 93 kilometres 717 metres an hour, and creating a record. The second event was for 175 c.m.c. motor cycles, the distance being 150 kilometres. The winner was Marchant, on a Dyrain-Blackburne. Time, 1 hr. 26 min., averaging 97 kilometres per hour. This was another record.

In the 150 kilometre contest, for 750 c.m.c. cycle cars, the winner was Gordon England on an Austin. Time, 1 hr. 16 min. 12 sec., averaging 118 kilometres 99 metres per hour. The Austin also won second, third and fourth places.

The meeting closed with a speed exhibition, during which Mr. Eldridge, on a 300 h.p. Fiat, narrowly escaped a serious accident. He burst his back tyre, and the motor caught fire while running at a speed of over 200 kilometres an hour, but Mr. Eldridge, with perfect sang froid, slowed down and extinguished the flame.

On the 13th. October, the French motor, with two-litres capacity driven in turns by MM. Martin Gros and Marie, which set out at 5 p.m. on the above track to beat the world record for twenty-four hours, succeeded, it is claimed. Exports in Paris declared, that the record was held by an Englishman with 2,551 kilometres 511 metres. The Frenchmen covered 2,930 kilometres 193 metres, making an average speed of 102 kilometres 100 metres an hour.

The three drivers continued, and covered 3,000 kilometres in 24 hr. 45 min. 5 3/5 sec., with an average speed of 121 kilometres 400 metres.

It is also claimed that they have beaten the record for that distance. Both performances were timed by officials of the Auto Club de France.

YOU NEVER CAN TELL. Considerable discussion is arising as to the proper way to test drivers for their fitness to operate cars. A taxi driver test involves some electrical rays and buzzers to enable psychologists to study the applicant's nerve-fear reactions, while a common-sense business man says that any motor vehicle inspector ought to be able to tell whether a man is safe at the wheel just by looking at him. Then the business man goes right out and tumbles for a gold brick salesman! The main trouble with driver tests is that it's still true that you never can tell.

are debating the best means of regulating and improving traffic.

It is estimated that Argentina has 106,587 cars in operation. Of 3,858 passenger cars imported during the first quarter of 1924, 3,533 were American cars.

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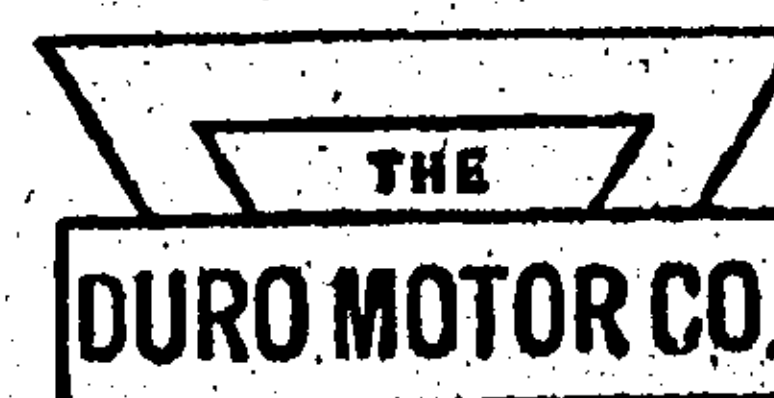
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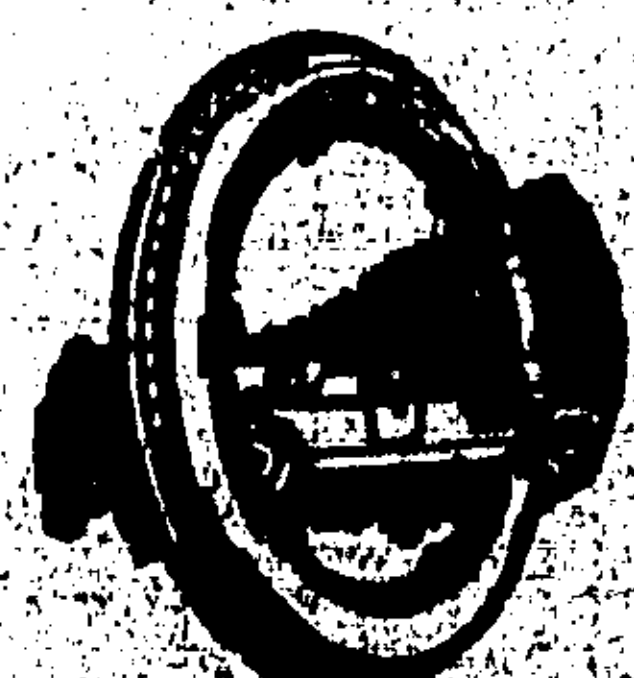
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QUEEN'S COLLEGE.

HEADMASTER'S LAST REPORT.

As at the Ellis Kadoorie School yesterday, the annual prize distribution at Queen's College this morning was noteworthy for the fact that the Headmaster presented his final report before retiring from the Government service. Mr. B. Tanner first joined Queen's College in 1900 as a junior assistant master, being made senior assistant in the following year. He was appointed Headmaster of the College in July, 1918, and has held that position ever since. On the eve of his retirement after a quarter of a century's work in the Colony, his numerous friends will wish him all happiness in the future.

To-day's prize-giving ceremony was performed by His Excellency the Governor (Sir Edward Stubbs, K.C.M.G.), in the presence of a large gathering of students, their parents and friends.

ANNUAL REPORT.

In the course of his annual report, the Headmaster (Mr. B. Tanner) said that was, in all probability, the last occasion upon which he should have the honour of submitting a report on Queen's College. The total number of students in attendance during the school year was 763, being 76 less than in the previous year. Of this total, all, with the exception of 15 boys, were enrolled at the beginning of the school year; and, as usual, quite a large proportion of the boys admitted to Class 3 came from the Government District Schools. An unusually large number of boys left during, and especially toward the end of, the year; so that the number in attendance at the end of November was reduced to 550. Almost without exception, the 200 boys who left were in the senior school, mostly in Classes 2 and 3, and in practically every case the reason given for leaving school was financial stress and the necessity, owing to increased cost of living and higher rents, that these boys should find employment and so make some contribution, as wage-earners, to the income of their respective families. The number of school days during 1924 was 227 as compared with 206 in 1923. The average daily attendance was 559 as against 678 in 1923.

After referring to staff changes, which made it frequently a matter of considerable difficulty to arrange so that the continuity of the work in the various classes concerned should not be too seriously interfered with, Mr. Tanner said discipline and control, as well as the general wholesome tone of the school, were maintained at the same high level of excellence at which they always aimed. "The excellent tone and general all-round good feeling prevailing in the playgrounds and among the boys generally when not under the direct supervision of members of the staff reflects the greatest possible credit upon the School Prefects and other senior boys responsible for the organisation of games, entertainments, and various social undertakings."

HEALTH.

The general health of the school was not quite as good as usual and there was an unusually large number of applications for short leave of absence on account of sickness. Dr. Paterson examined 198 newly-enrolled boys, and others requiring attention. Of these, 92 were recommended by him for further treatment by specialists on account of defective vision, and 86 were supplied with spectacles. "The establishment of the regular school clinic promised by Government," said Mr. Tanner, "will prove a great boon; meanwhile to the medical staff of the Alice Memorial Hospital I have to offer our customary expression of thanks for their prompt attention to minor casualties and for their unvarying kindness in reporting upon and prescribing for boys suffering from slight ailments."

STUDIES.

"Although the year has been what may perhaps be best described as a somewhat unsettled one, owing probably to the fact that we reflect, in our small way, the present generally unsettled condition of things outside, we have in our class-rooms and laboratories succeeded in maintaining an atmosphere of cheerful and interested work. And, although, judged by examination mark-sheets alone, results in certain sections of Classes 2 and 3 appear little short of disastrous, we felt that

SPEECH.

By the Rev. G. R. Lindsay, M. A.

How varied are the forms of speech. By it we are able to express the varying emotions of the soul and the workings of the mind. We can express surprise and terror, delight and disappointment, sympathy and indignation, determination and submission. We may with this potent gift confer upon the world blessing and cursing; we may cheer men or deepen their gloom. The wise man did not hesitate to say that "death and life are in the power of the tongue: words are irrevocable things." Thoughts are our own but once they are expressed they become common property and can never be recalled.

Boys flying kites haul in their white winged birds

You can't do that way when you're flying words

Careful with fire is good advice we know

Careful with words is ten times doubly so.

Thoughts unexpressed may sometimes fall back dead

But God Himself can't kill them when they're said.

The knowledge of this truth should help us to discipline the use of our lips. Viewed in this light speech is a solemn responsibility.

Simon Peter was told on one great occasion that his speech betrayed him. Speech always does this. "Men's conversation" said Solomon, "is like their life."

In other, and perhaps more important directions, we may justly congratulate ourselves upon having completed a year of quite satisfactory work and attainment.

Referring in detail to results of the recent November examinations, Mr. Tanner said it was upon their two "Commercial" sections that the blow of disaster fell most heavily, since here, while in section "A" 10 boys passed out of 25, just one boy out of 16 in section "B" managed to "scrape through." These disappointingly poor results, especially in the "A" section, where we had quite a good lot of boys, were, he thought, largely accounted for by the fact that they suffered here, more than in any other part of the school, from the changes in the staff referred to above; added to which (while he was still as strong an advocate as ever of the necessity for keeping up the standards required in connection with these examinations) he felt he must express his sympathy with the many boys who went under to what may perhaps have been the somewhat unduly drastic system of marking adopted for the Junior Essays in English.

Coming, finally, to Class 1, consisting entirely of Matriculation candidates already holding Junior Local certificates, Mr. Tanner said that except for the customary two or three inevitable "surprises", results were pretty much as expected, and the only comment he had to make was that the marks awarded for drawing, and especially for freehand, model and memory drawing—although, fortunately, they did not affect the passing or failure of a single candidate—were decidedly startling to those who had had opportunities of gauging so accurately the capabilities of Chinese youths in this direction.

ATHLETICS.

Dealing with athletics, Mr. Tanner said the most encouraging feature of their games was the steadily increasing number of boys who took an interest in them, an interest that had now spread to practically every boy in the school instead of being confined, as was the case, not many years ago, to a very small minority.

In conclusion, Mr. Tanner, on behalf of the school, offered thanks to His Excellency for honouring them by consenting to distribute the prizes; to the visitors for their attendance and interested attention; and to those who had so generously contributed to the Prize Fund. "And, finally, I wish to thank all members of the staff for their unflinching loyalty and support; for their unremitting efforts in work and games to cultivate a proper spirit among our boys; and for their united endeavours to train them in the best traditions of the school and to impress upon them the fact that

Our character is reflected by our words. Men know us very much by what we say, not our studied utterances but our ordinary conversation, and under the varying circumstances incidental to every-day life. People tell us that the experiences of 1914-18 lowered the general tone and standard of common speech. Provocation was strong and often men were not quite themselves. It was very easy for men to defile their lips even though they "didn't mean it." If this is true it is our duty to endeavour to set a new standard of conversation, morally clean, mentally stimulating, and of such a nature as to charm and sweeten life. But, "conversation is the image of the mind." As a man thinketh in his heart so is he. If we are to maintain a high standard of speech we must keep the sources clean. "How can ye being evil, speak good things?"

We may have been thinking that our harsh words, our tactless, unsympathetic speech have been due to our peculiar temperament or particular worries. But we can trace them back to the real source—the heart—the seat of the will, the thought and the affections. Is thine heart right? Christ renews the heart of those who ask Him to do so. He purifies the thoughts, the motives that control us, so that from a clean heart and mind the mouth does this. "Men's conversation" may speak words which uplift and cheer.

they come to us not merely to enable them to pass examinations or to fit themselves for some particular position in life but to gain, in addition to the learning handed down and imparted to them by their own excellent teachers, such a knowledge of Western ideas and ideals as shall help them to become worthy men and honourable citizens."

SCHOLARSHIPS.

From the prize list we take the following names of Scholarship winners:—

UPPER SCHOOL.

Senior Morrison.—Chang Iu-man.
Blake.—Leung Ping-bin.
Senior Stewart.—Tso Chan-yau.
Wright.—Wong Koon-ngok.
Senior Belliles.—Lam Yan-tak.
Ho Tung.—Kwong Sik-kwong and Mak Kai-hung.
Lee Hy-san.—Tong Wai-lit.
Ho Kom Tong.—Lo Cho-chi.
Ho Pook.—Omar Hassan.
Junior Belliles.—Wong Kung-fat.

LOWER SCHOOL.

Junior Morrison.—Wei Heo.
Alfred May.—Kwok Tak-cheung.
Junior Stewart.—Tsu Yan-fung.
A. W. Grant.—Leung Hon-fai.
Ho Wing.—Woo Yuk-fan.
Ho Lu.—Cheung King-chiu.
Ho Kwong.—Li Ka-tung.
Dealy.—Sung Fuk-tin.
Ralphs.—Wei Chung.
Government Scholarships.—Li Kai-yung, Chan Chun-cheung, Kwok Ming-sang and Chan U-chuen (full) and Ng Hung-kai (half).

FRANCE AND SIAM.

Paris, Jan. 16.
M. Herriot has laid before the Council of Ministers the schemes for treaties between France and Siam.—Havas.

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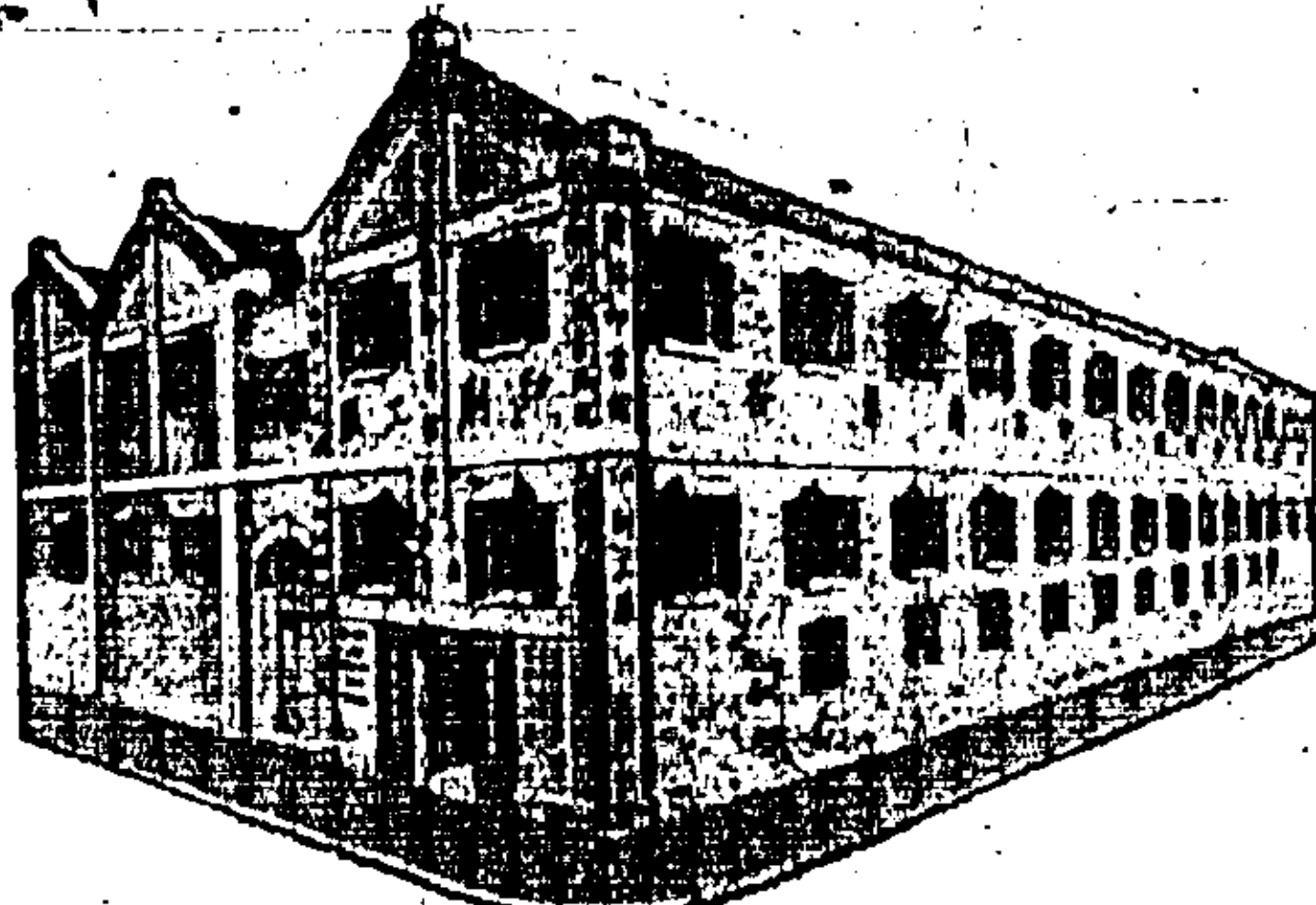
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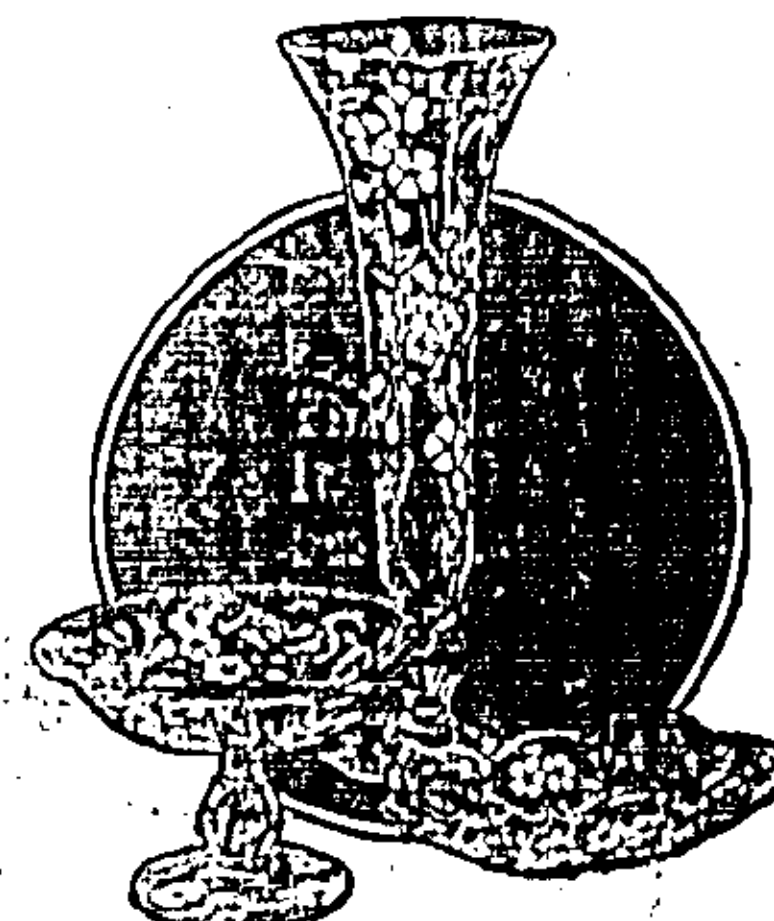
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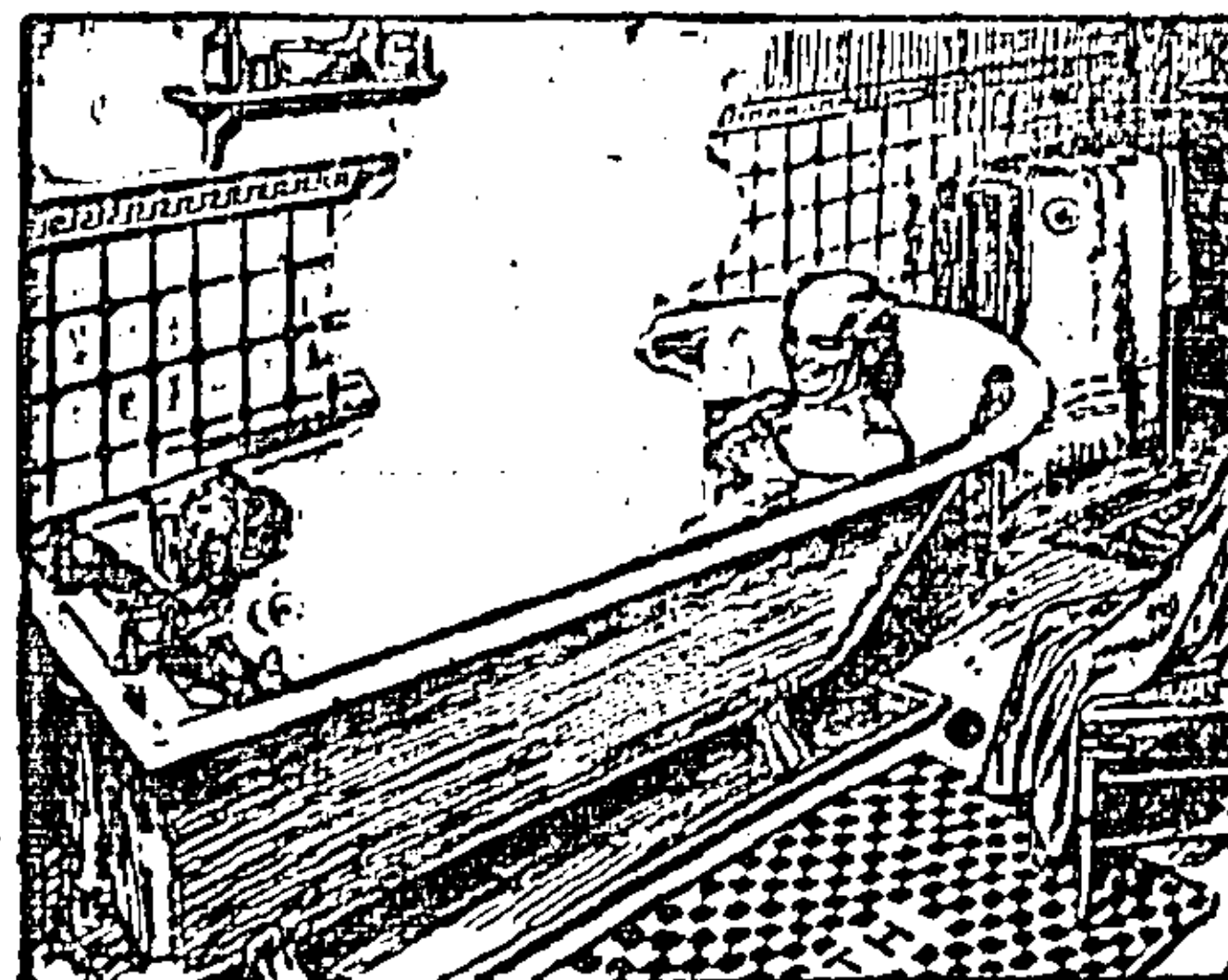
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CAMERA NEWS



LOCAL WEDDING.—This group was taken at the wedding of Mr. W. Woodward, of the P.W.D., and Miss Margaret Wyatt, who recently arrived from Home. (Photo: Ming Yuen.)



BRIDAL GROUP.—Bridal group taken at the Woodward-Wyatt wedding. (Photo: Ming Yuen.)



ANOTHER WEDDING.—Much interest was aroused in Chinese circles by the wedding of Mr. Lee Hon-wing and Miss Evangeline Yip, who are seen above. (Photo: Mao Cheung.)



PORTUGUESE WEDDING.—There was a large attendance at the recent wedding of Mr. L. A. Gutierrez and Miss A. M. Lopes, when the above group was taken. (Photo: Ming Yuen.)

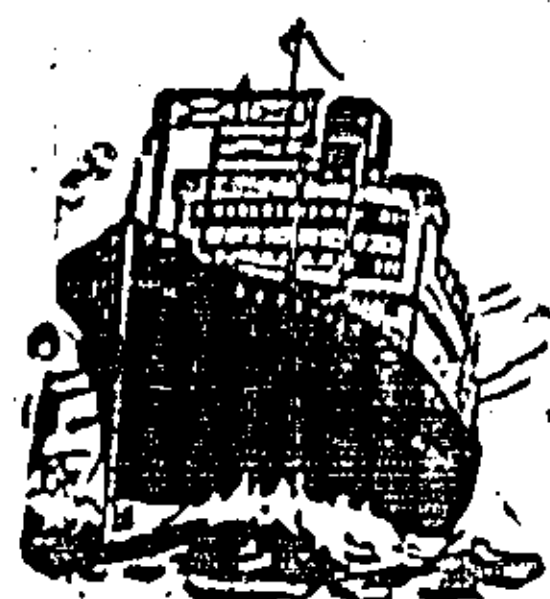


PROMINENT CHINESE WEDDING.—A wedding of great local interest was solemnized on December 30, at the Great Eastern Hotel, Shanghai, when the Miss Daisy Ho Tung, second daughter of Sir Robert and Lady Ho Tung, became the bride of Mr. Ou-young Kung-sui, eldest son of Mr. Ou-young Wei-chong, merchant and banker of Hankow. Mr. Tang Shao-yi, the Veteran statesman, officiated. The bridesmaids were the Misses Jean Ho Tung and May Ou-young, whilst the two daughters of Mr. Kao Lang-ling were flower girls. Mr. Ou-young Tzu-hau accompanied the bridegroom as best man.



ALL READY.—This is not a Hongkong lady cricketer, but the girl goal-keeper in a recent hockey match in America.

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MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID,
BARCELONA & OTHER SPANISH PORTS.

LEGAZIPI ... 3rd Feb.
SHANGHAI, NAGASAKI KOBÉ & YOKOHAMA.

LEGAZIPI ... 15th Jan.

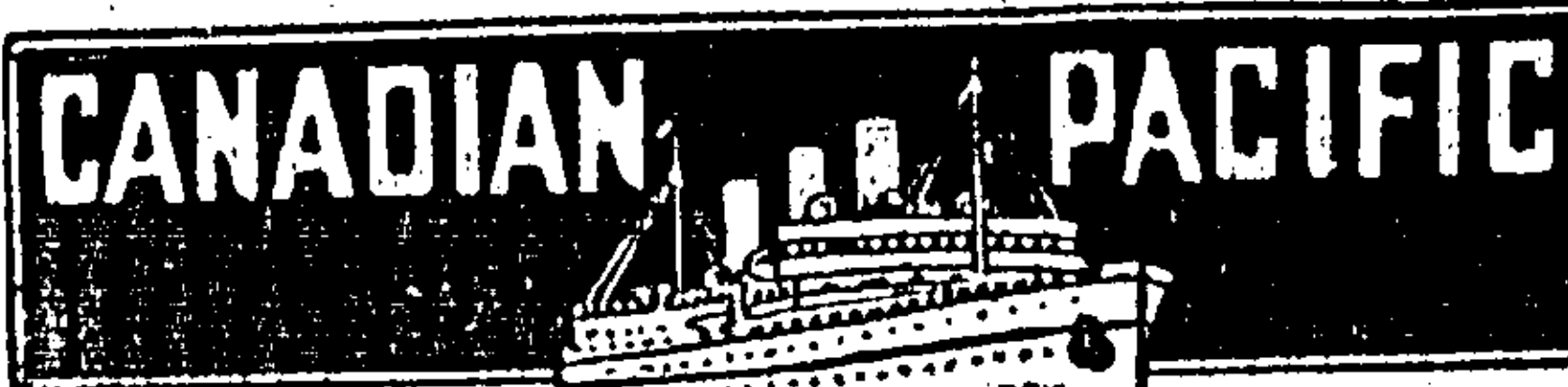
The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers. Stewards and Doctor carried.

For particulars of freight or passage apply.—

BOTELHO BROS.

Telephone 1331
Alexandra Building, Hongkong.
D. D. ARRETTO, 24 Central Avenue B.C. Canton

PACIFIC SHIPPING



HOME VIA CANADA

HONGKONG TO ENGLAND

via Shanghai, Kobe, Yokohama, Vancouver, Montreal & Quebec.

From	Due	From	Due
Hongkong	Jan 25	Canada	Feb 15
Manila	Feb 2	England	Feb 15
Yokohama	Feb 9		
Vancouver	Feb 16		
Montreal	Feb 23		
Quebec	Feb 30		

Other Atlantic Sailings every few days to Liverpool
Southampton, Glasgow, Belfast, Antwerp, Oostend and Hamburg
Attendants of Cabin on Atlantic steamers held here and through tickets and
Early reservation necessary.

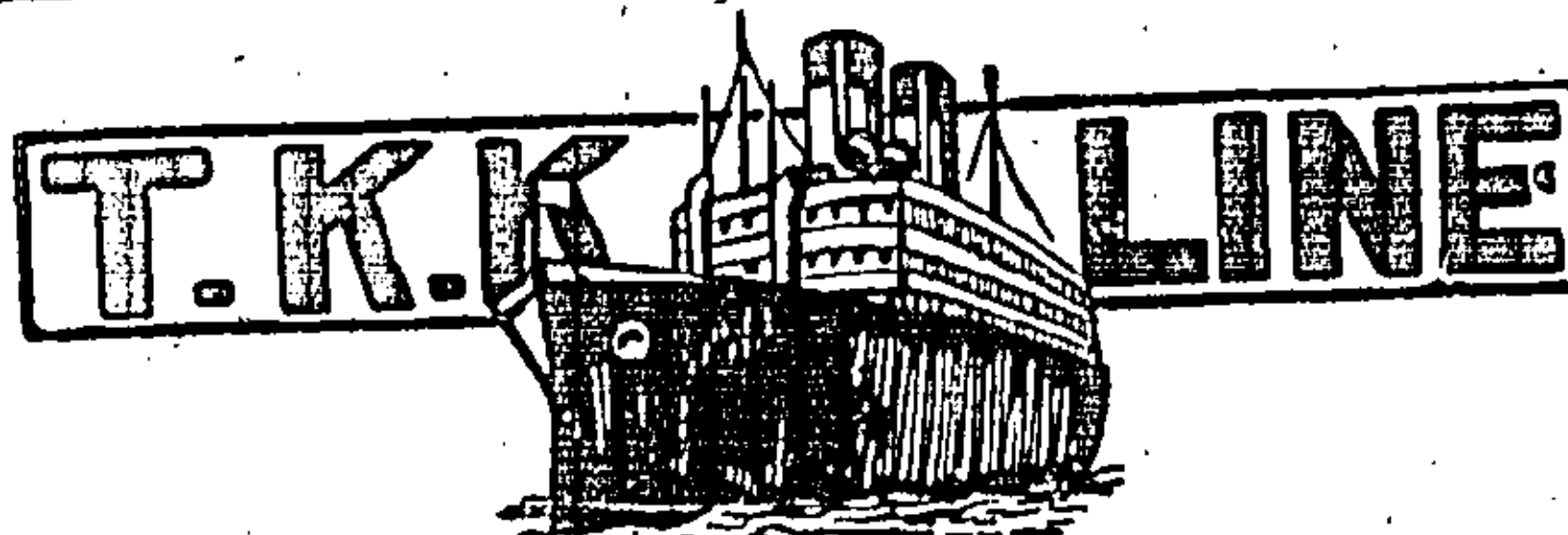
Two Trans-continental Trains Daily.
Standard Sleeping Cars, Compartments and Drawing Rooms.
Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary,
Winnipeg, Montreal and Quebec.

The Empress of Canada will sail from Hongkong
at Daylight, Friday, January 23rd.

HONGKONG—MANILA SERVICE.

From	Due	From	Due
Hongkong	Mar 1	Manila	Mar 1
Manila	Mar 15	Hongkong	Mar 15
Empress Asia	Mar 1		
Empress Canada	Mar 15		

Passenger De-arrivals: Tel. C. 762 Cable: OACANPAO
Freight and Express: Tel. C. 42 Cable: NAUTILON



HONGKONG—SAN FRANCISCO LINE

via SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA & HONOLULU
Connecting at San Francisco with Southern Pacific,
Santa Fe & Western Pacific Railroads.

Sailings from Hongkong

KOREA MARU	22,000	Jan. 23rd
SHINYO MARU	22,000	Feb. 7th
SIBERIA MARU	20,000	Feb. 21st
TAIYO MARU	22,000	Mar. 8th
TENYO MARU	22,000	Mar. 23rd

Proceed up River and berth alongside Mantetou wharf at Shanghai.

*Omni Nagasaki
KOREA MARU and SIBERIA MARU proceed to Los Angeles
from San Francisco with cargo only.

REDUCED FARE TO EUROPE.

First Class £120 Cabin Class on Atlantic £112 Second Class 200

SOUTH AMERICAN LINE

The only direct service between Orient and South
America via Japan, Hawaii, San Francisco,
Los Angeles, Mexico, Panama, Peru & Chili.

Sailings from Hongkong

RAKUYO MARU	January 23rd, 1925.
GINYO MARU	March 4th, 1925.

Y. TSUTSUMI, Manager.

Agents at Canton:

Messrs T. E. GRIFFITH, Ltd. Tel. Nos. C. 2874 & 2875.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong

S.S. COLORADO	... via Suez Canal ...	19th Jan.
S.S. ATREUS	... via Suez Canal ...	28th Jan.
S.S. CITY OF BEDFORD	... via Suez Canal ...	7th Feb.
S.S. Kt COMPANION	... via Suez Canal ...	19th Feb.

* Boston & New York only.

Steamers proceed via Suez Canal or Panama Canal at
Owners option Subject to change without notice.

For Freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.
HONGKONG & CANTON: HOLYOAK, MASSEY & Co. Ltd., CANTON

BOSTON & NEW YORK DIRECT.

AMERICAN & ORIENTAL LINE.

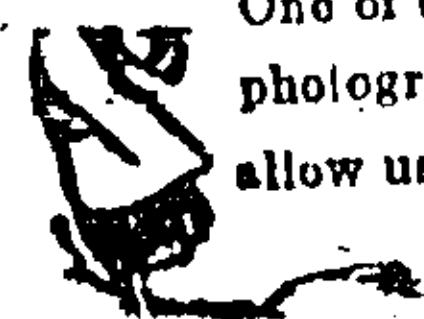
S.S. Mineric. via Suez Canal 11th. January.
M.S. Cedarbank. do 8th. February.

For freight and further particulars apply to,

THE BANK LINE LTD.,

Hongkong
Telephone 4790

How often have you worried when Christmas draws
near, trying to decide what you will give your friends?
One of the most welcome gifts is an artistically finish-
photograph of yourself. Why not pay us a call and
allow us to show you examples of our work?



THE MING YUEN STUDIO

Battery Path.

Official Photographers to the "H.K.T."

PACIFIC SHIPPING

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES.

LONDON SERVICE

(Direct.)

SARPEDON 27th Jan. Marseilles, London, Rotterdam & Glasgow
ADRASTUS 2nd Feb. Amsterdam, London & Hamburg
TROILUS 9th Feb. Marseilles, London, Rotterdam & Hamburg
GLAUCUS 16th Feb. Amsterdam, London & Hamburg

LIVERPOOL SERVICE

(Direct or via Continental Ports)

TITAN 20th Jan. Genoa, Marse., Liverpool & Glasgow
"BELLEROPHON" 1st Feb. Marse., Havre, Liverpool & Glasgow
PROTESILAUS 19th Feb. Genoa, Marse., Liverpool & Glasgow
"ANTIOCHUS" 1st Mar. Marse., Havre, Liverpool & Glasgow
*Via Port Sudan

PACIFIC SERVICE

(via Kobe and Yokohama)

TALHYBIUS 10th Feb. Victoria, Seattle & Vancouver
TYNDAREUS 3rd Mar. Victoria, Seattle & Vancouver

NEW YORK SERVICE

(via Suez or Panama)

ATREUS 28th Jan. Boston, New York, Baltimore via Suez
Kt. COMPANION 19th Feb. Boston, New York, Baltimore via Suez
RHESUS 28th Feb. Boston, New York, Baltimore via Suez

PASSENGER SERVICE

PATROCLUS 5th Feb. for Shanghai
SARPEDON 27th Jan. for Singapore, Marseilles & London
PATROCLUS 10th Mar. for Singapore, Marseilles & London
ANTENOR 7th Apr. for Singapore, Marseilles & London
HECTOR 5th May. for Singapore, Marseilles & London

Also cargo steamers with limited passenger accom-
modation at specially reduced fares.

For Freight and Passage Rates and all information Apply to—

BUTTERFIELD & SWIRE
AGENTS.



REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjibodas	Java	19th Jan.	19th Jan.	Shanghai & Amoy
Tjikembang	Java	21st Jan.	23rd Jan.	Shanghai & Daini
Tjilatjap	Java	24th Jan.	30th Jan.	Batavia
Tjilawong	Java	1st Feb.	5th Feb.	Shanghai & Amoy
Tjilatjap	Java	1st Feb.	2nd Feb.	Japan
Tjibodas	Shanghai	9th Feb.	3rd Feb.	Mak. & S'baia
Tjisondari	Java	8th Feb.	12th Feb.	Shanghai
Tjileboet	Java	13th Feb.	12th Feb.	Shanghai

*Via Makassar

*Via Batavia

The steamers are all fitted throughout with electric light and
have accommodation for a limited number of saloon-passengers.
All steamers carry a duly qualified surgeon. Cargo taken on at
through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

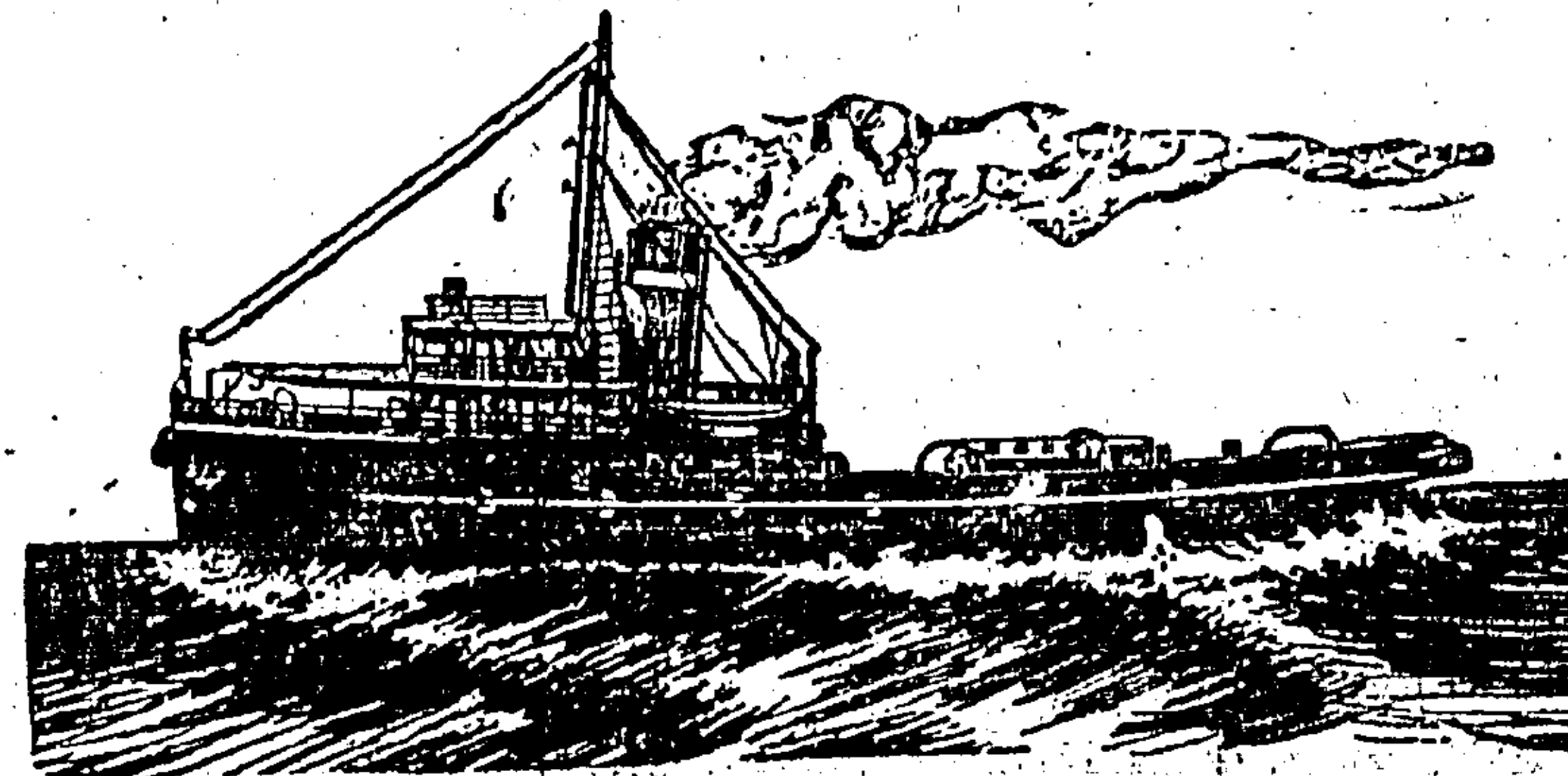
Java-China-Japan Lijn.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used A1, A.B.O. Fifth Edition, Engineering, First and Second Edition,
Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and
Brass Founders, Forge Masters, Electricians.



Twin-Screw Ocean-going Tug and Salvage Steamer "Henry Keswick"

Built, engined and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong
for their own service, 1921. Length 165' D.P. Breadth 34' (m) Depth 17' (m) I.H. 210.
Fitted with electrically driven submersible and centrifugal pumps, air compressor, w. etc.
searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager.

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

CONSIGNEES

NOTICE TO CONSIGNEES

OCEAN STEAMSHIP
COMPANY, LTD.

and
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

Consignees per Company's

Steamer "TYNDAREUS"

are hereby notified that the Cargo
will be discharged into Holt's
Wharf Kowloon, where it will lie
at Consignee's risk and subject to
terms and conditions of storage
at Holt's wharf. The Cargo will
be ready for delivery from
Godown on and after 14th.

January.

Optional cargo will be landed
unless notice has been given prior
to steamer's arrival.
All broken, chafed, and
damaged goods are to be left in
the Godowns, where they will be
examined on any Tuesdays and
Fridays between the hours of
10.45 a.m. and noon within the
free storage period.

No claims will be admitted
after the Goods have left the
steamer's Godown, and all Goods
remaining undelivered after the
20th. Jan., 1925, will be subject
to rent.

All Claims against the Steamer
must be presented to the under-
signed on or before the 3rd
February, 1925 or they will not be
recognised.

No Fire Insurance will be
effected.

BUTTERFIELD & SWIRE,

Agents.

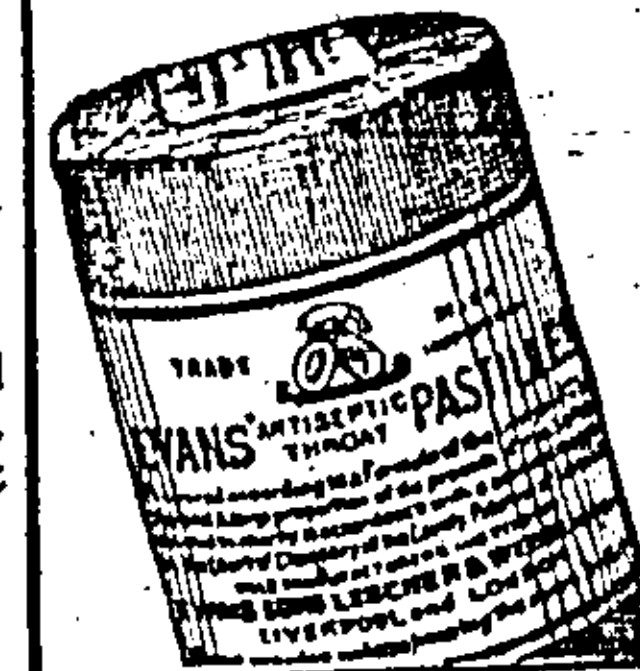
14th. January, 1925.



Strengthen the
voice and sweeten
the breath

Protect throat and lungs from
infection. An occasional Evans'
Pastille will kill all the germs
of chill, cold, influenza and
croup at once. When buying,
make sure of the name EVANS
upon the bottle—your guarantee
of the genuine.

EVANS' Pastilles



Made in England
by Evans & Sons
Leicester & Works
Ltd., Liverpool,
according to a
formula of the
Liverpool Throat
Hospital.
Sold by
chemists
and stores

Shipping Europe, Australia, and other Ports.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND) TO
Straits, Java and Burma, Ceylon India, Persian Gulf, West India,
Mauritius, East & South Africa, Australasia, including New
Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc.

PERMANENT & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
SICILIA	6,813	22nd Jan. noon	S'pore, P'ang, O'bo & B'bay
KALAN	9,118	24th Jan. noon	Mar., L'd., R'dam, Hull, A'werp
MOIRA	10,911	7th Feb.	Marseilles & London
DOUGOLA	8,083	8th Feb.	S'pore, P'ang, O'bo & B'bay
SARDINIA	6,684	18th Feb.	S'pore, P'ang, O'bo & B'bay
EASIMIR	8,963	21st Feb.	M'les, London & Antwerp
MAIWA	10,941	7th Mar.	Marseilles & London
BOUDAN	6,696	18th Mar.	S'pore, P'ang, O'bo & B'bay
KASHGAR	9,005	21st Mar.	M'les, London & Antwerp
SICILIA	6,813	31st Mar.	S'pore, P'ang, O'bo & B'bay
WANTUA	10,902	4th Apr.	Marseilles & London
KARNALA	9,098	18th Apr.	M'les, London & Antwerp
MACEDONIA	11,089	2nd May	Marseilles & London
SARDINIA	6,684	16th May	S'pore, P'ang, O'bo & B'bay
HAGOGA	6,854	16th May	Marseilles & London
MOIRA	10,911	30th May	Marseilles & London

BRITISH INDIA-APCAR SAILINGS (South)

KAKADA	6,949	20th Jan.	S'pore, Penang & Calcutta
TALMA	10,000	5th Feb.	S'pore, Penang & Calcutta
QILAWA	8,500	16th Feb.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

W. ALDANS	4,500	4th Feb.	Manila, S'kan, Thursday Is.
WANDA	6,956	28th Feb.	Townsville, B'bano, S'ney
RAFURA	6,000	1st Apr.	and Melbourne.

* Omits Sandakan.
* Represents connection from Australia with the following:-
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver & San Francisco.
The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. British Service steamers to London via the Cape.
The New Zealand Shipping Co.'s steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

BAIERN	4,500	20th Jan. D.L.	Kobe
SARDINIA	6,684	24th Jan.	Shanghai, Moji & Kobe
QILAWA	8,500	24th Jan.	Moji & Kobe
EASIMIR	8,963	25th Jan.	Shanghai, Moji & Kobe
QILAWA	8,500	3rd Feb.	Kobe
WANDA	6,956	7th Feb.	Moji & Kobe
MAIWA	10,941	7th Feb.	Shanghai, Moji & Kobe
KASHGAR	9,005	21st Feb.	Shanghai, Moji & Kobe
BOUDAN	6,696	21st Feb.	Shanghai, Moji & Kobe
WANTUA	10,902	7th Mar.	Shanghai & Kobe
RAFURA	6,000	7th Mar.	Moji, Kobe & Yokohama

All dates are approximate and subject to alteration without notice.
Wireless on all steamers.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Co.'s Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co., Agents.
P. & O. Bdg., Connaught Rd., C.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
PEMBROKESHIRE	28th Jan.	GLENFARNA	21st Jan.
GLENIFFER	12th Feb.	London, Rotterdam & H'burg.	
GLENOGLE	19th Feb.	GLENBEG	28th Jan.
GLENSHANE	10th March.	London, Rotterdam & H'burg.	
		GLENHIEL	15th Feb.
		London, Rotterdam & H'burg.	

Movements are subject to change without notice.
For freight or further particulars please apply to:-

JARDINE MATHESON & CO., LTD.

AGENTS THE GLEN LINE, LTD.

Telephone Central No. 215, sub-ex. 23 and 3696.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leave Hk. for M'la, Port Banga, Thurs. Is. & A'lien Ports.
CHANGSHA	10th Jan.	16th Jan. 4 p.m.
TAIYUAN	23rd Feb.	28th Feb.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian ports.
For Freight and Passage apply to
Butterfield & Swire, Agents.
Telephone Central No. 36.

MESSAGERIES MARITIMES

SERVICES CONTRACTUALS

Mail Steamers	Next Sailings from Marseilles	Pro. arr. at H'g. & Sailing for S'hai & Japan	Pro. Sailing from H'g. for M'les
ANDRE LEBON			18th Jan. 1925.
AMBOISE			1st Feb. "
CHANTILLY	18th Dec.	19th Jan. "	15th Feb. "
PORTHOS	1st Jan.	2nd Feb. "	1st Mar. "
ANGKOR	15th Jan.	16th Feb. "	15th Mar. "
FONTAINEBLEAU	29th Jan.	2nd Mar. "	29th Mar. "

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and free Doctor's attendance)
A Class } 1st Class £95.0.0 B. Class } 1st Class £83.0.0
Steamers } 2nd Class £68.0.0 Steamers } 2nd Class £60.0.0

Through Tickets to London and Landing Towns of Europe.
Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BOATS)

S.S. "MIN" from Dunkirk, London, Havre is due to arrive about 3rd week of January.

For full particulars apply to:

Telephone Central 74

Messageries Maritimes Co.
3 Queen's Building.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.
Through passage rates to Europe via America G. 3405, G. 3420, G. 3440

SHIDZUOKA MARU	...	Wednesday, 4th Feb. at 11 a.m.
YOKOHAMA MARU	...	Tuesday, 27th Feb. at 11 a.m.
MARSEILLES, LONDON & ANTWERP	...	via Singapore & Ports.
KITANO MARU	...	Wednesday, 28th Jan. at 11 a.m.
HARUNA MARU	...	Wednesday, 11th Feb. at 11 a.m.
HAMBURG via LONDON & ROTTERDAM	...	Ports.
DURBAN MARU	...	...
LIVERPOOL via ADEN & MARSEILLES	...	...
LIMA MARU	...	Sunday, 8th Feb.
SYDNEY & MELBOURNE via Manila & Ports.	...	...
AKI MARU	...	Tuesday, 20th Jan. at 11 a.m.
MISHIMA MARU	...	Wednesday, 18th Feb.
NEW YORK and/or BOSTON via PANAMA	...	...
TAKETOYO MARU	...	Friday, 13th Feb.
BUENOS AIRES via Singapore, Durban & Cape Town.	...	...
BOMBAY via Singapore & Colombo.	...	...
PERANG MARU	...	Wednesday, 21st Jan.
MORIOKA MARU	...	Tuesday, 27th Jan.
CALCUTTA via Singapore, Penang & Rangoon.	...	...
OSAKA MARU	...	Tuesday, 20th Jan.
MOJI MARU	...	Friday, 30th Jan.
NAGASAKI, KOBE & YOKOHAMA	...	...
TANGO MARU	...	Thursday, 12th Feb.
SHANGHAI, KOBE & YOKOHAMA	...	...
KAMAKURA MARU	...	Sunday, 18th Jan.
ASUKA MARU	...	Monday, 19th Jan.
TOBA MARU	...	Sunday, 25th Jan.
KATORI MARU	...	Tuesday, 27th Jan.

For further information apply to:-
NIPPON YUSEN KAISHA.
Tel. Central Nos. 292, 293 & 2422. Y. YAMAMOTO, Manager.

DODWELL & CO., LTD.

NEW YORK BEETE.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "KENDAL CASTLE"	...	Sails about 2nd Feb.
S.S. "WRAY CASTLE"	...	Sails about 2nd Mar.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT
SERVICE FOR BRINDISI, VENICE
AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILL OF LADING
TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND
DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI,
VENICE OR TRIESTE.

£66.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND HOJI.

S.S. "NUMIDIA"	...	Sails about 20th Jan.
S.S. "FIUME-L"	...	Sails about 1st Feb.
S.S. "LACONIA"	...	Sails about 4th Feb.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "VENEZIA"	...	Sails about 7th Feb.
S.S. "NUMIDIA"	...	Sails about 25th Feb.
S.S. "FIUME-L"	...	Sails about 7th Mar.
S.S. "LACONIA"	...	Sails about 9th Mar.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI"	...	Sails about 16th Mar.
S.S. "UMONA"	...	Sails about 16th Apr.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:-

DODWELL & CO., LTD.

Telephone Central 1030.

Agents.

ELLERMAN &

BUCKNALL



STEAMSHIP

COMPANY, LTD.

Projected Sailings from Hongkong

Subject to alteration.

City of Tokio 13th Jan. M'les, L'don, R'dam, H'burg & Antwerp

PASSENGER SERVICE.

† City of Karachi 29th Jan. Marseilles, London, etc.
† City of Barcelona 4th Mar. Marseilles, London, etc.
† Trafford Hall 11th Apr. Marseilles, London, etc.

† A Class. † B Class.
FARES TO LONDON.

Single 1st Class A £92, B £84. | Single 2nd Class A £62, B £56.
Cargo Steamers Saloon Passage £62.

For further particulars apply to

HOLYOAK MASSEY & CO. LTD. THE BANK LINE LTD.

ANTON.

Tel. Central 4791.

COAST SHIPPING.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE

Regular Service of Fast, High Class Coast Steamers having
good accommodation for First Class Passengers. Electric Light and
Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,

(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Haining ...	W. C. Passmore	FRI., 16th Jan. at 4 p.m.
Haiphong ...	Ellis Walker	TUES., 20th Jan. at 1 p.m.
Haiching ...	A. H. Stewart	FRI., 23rd Jan. at 1 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

Round Trip Tickets will be issued from Hongkong to Foochow
(Pagoda Anchorage) and Return, by the same steamer, by the
"Haining", "Haiphong" & "Haiching" at the Reduced Rate of \$80.00
including Meals while the steamer is in Port.

KONINKLYKE PAKETVAART

MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN CLOON

will be despatched on 12th Feb.

For SINGAPORE, PENANG & BELAWAN DELI DIRECT.

Offers excellent saloon accommodation, all lower berths,

English Cuisine, doctor carried, wireless telegraph.

1st CLASS FARE TO SINGAPORE \$100.00.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)

services to all destinations in the Netherlands East Indies and

Australia.

Agents:- JAVA CHINA JAPAN LIJN,

Telephone Central No. 1574. York Building, Charter Road.

AMERICAN FAR EAST LINE.

Operated for

United States Shipping Board

By Struthers and Barry, Managing Operators.

REGULAR EAST FREIGHT SERVICE

For San Francisco & Los Angeles from Hongkong

by Direct Route.

23 days to San Francisco 28 days to Los Angeles

U.S.S.B. "West Prospect" ... Due Hongkong 30th Jan.

Leaves Hongkong 31st Jan.

U.S.S.B. "West Chopaka" ... Due Hongkong 13th Feb.

Leaves Hongkong 14th Feb.

Cargo Accepted for Transshipment at San Francisco to Weekly Sailings for At-

lantic Seaboard Ports. Through Bills of Lading issued to U. S. & Canadian Over-

land Points

To Haiphong, Manila, Cebu and Zamboanga.

U.S.S.B. "West Ivan" ... Due Hongkong 10th Feb.

Leaves Hongkong 12th Feb.

To Manila, Singapore, Zamboanga and Cebu.

U.S.S.B. "West Carmona" ... Due Hongkong 21st Jan.

Leaves Hongkong 22nd Jan.

Through bills of lading issued to all ports not served

For Full Information apply to

STRUTHERS & BARRY.

L. Everett, Inc. 1st Floor Queen's Building.

General Agents, G. P. BRADFORD, Res Agent.

Japan China, Philippine Islands, Indo-China, Straits Settlements & India

Phone Central No. 3008.

Y. K. K.

Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.

Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG, CANTON & HAIPHONG.

Sailing from Hongkong.

FOR CANTON

S.S. "TAIKWA MARU" ... on or about 11th Nov.

FOR HAIPHONG via H'chow & Pakhoi

S.S. "TAIKWA MARU" ... on or about 14th Nov.

FOR KEELUNG via Swatow & Amoy

S.S. "CHUKWA MARU" ... on or about 17th Nov.

For further particulars, please apply to:-

Branch Office, MATARAI, AGENT,

No. 37, Bonham Strand, West. Top Floor, King's Building,

Tel. Central No. 155. Tel. Central No. 140 & 4457.

FRESH ARRIVAL

of P. W. HEYMAN'S

AUSTRALIAN BUTTER

Sole Importers:-

SIEMSEN & CO., Hongkong & China.

Obtainable from:-

The Sincere Co., The Cheong Kwong Co.,

The Sun Co., The Wing On Co., and

from all the leading provision dealers.

CONSIGNEES.

AMERICAN PIONEER LINE.

The Steamship, "HANOVER"

having arrived from New York

via ports, on Jan., 15th, 1925. Con-

signees are hereby notified that

their cargo is being landed at their

risk into the hazardous and/or

extra hazardous godowns of the

Hongkong and Kowloon Wharf

and Godown Co. at Kowloon

and stored at consignee's risk.

Consignees of Cargo must

produce an Import Permit signed

by Superintendent of Imports &

Exports, Hongkong, before Bills

of Lading will be countersigned.

All broken, chafed & damaged

cargo is to be left in the godown,

where it will be examined at 10

a.m. on Jan., 21st, 1925, by the

Company's Surveyors, Messrs.

Anderson and Ashe.

All claims must be presented

within thirty days of the steamer's

arrival here, after which they</

HOTELS.

THE
HONGKONG
HONGKONG HOTEL: REPULSE BAY HOTEL: PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."
AND
SHANGHAI
ASTOR HOUSE HOTEL: PALACE HOTEL
GRAND HOTEL KALBE. MAJESTIC HOTEL
Telegraphic Address: "CENTRAL SHANGHAI"
HOTELS,
LIMITED

In association with the Grand Hotel
Des Wagons Lits, Ltd. Peking.

KOWLOON HOTEL.
THE PREMIER HOTEL IN KOWLOON.

First Class Billiard Room & Saloon Bar.
Electric Lift and Telephone to each Floor.
Tels. K.608 and K.609. Cable address: "KOWLOON, Hongkong."
Under the Personal Supervision and Management of
FRANK L. COOKE, Proprietor.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. Central 373. Telegraphic Address "VICTORIA"
J. WITCHELL,
Manager.

THE EUROPE HOTEL.

SINGAPORE.
FOR
COMFORT-FOOD-MUSIC-DANCING

Terms:—A la carte or Inclusive.

The after-dinner dances are held every Tuesday,
Thursday and Saturday.
Telephones in every room.
The Europe Orchestra plays nightly during Dinner,
and for Tiffin on Saturdays.

GRILL ROOM

Telegrams "Europe, Singapore". **ARTHUR E. ODELL,**
Telephone 2740. Managing Director.

QUEEN'S THEATRE

ATTRACTION

TO-DAY at 5.15 and 9.15 p.m.
SUNDAY, Jan. 18th at 9.15 p.m.

MANILA VAUDEVILLE CO.

Presents:

Misses: MIAMI, DIMPLE & MILLIE
Latest Songs & Dances.

Messrs. ALABAMA BROS.
Comedians

— also —

GLORIA SWANSON

and

RODOLPH VALENTINO

In Elinor Glyn's Famous Novel

"BEYOND THE ROCKS"

A Paramount Wonder Picture in 7 parts.

Sunday at 6 p.m.

"BEYOND THE ROCKS"

only.

ARMAMENT

QUESTION.

AMERICA TO WAIT AND
SEE.

Washington, Jan. 16.

The White House has authorized a flat denial of the report that an armament conference has been called for the spring.

President Coolidge considers that the conditions in Europe still preclude the United States moving in the direction of another conference, and feels that the United States should await the outcome of the League discussions, and do nothing until the

S. AFRICAN "TEST."

WIN BY VISITORS.

Capetown, Jan. 16.
Mr. Joel's eleven won the third "Test" by ten wickets. They scored 224, (Russell 54), Hall taking 6 for 62.

South Africa compiled 150 (Catterall 50) in their second knock, Geary taking 4 for 42 and Parker 3 for 16.

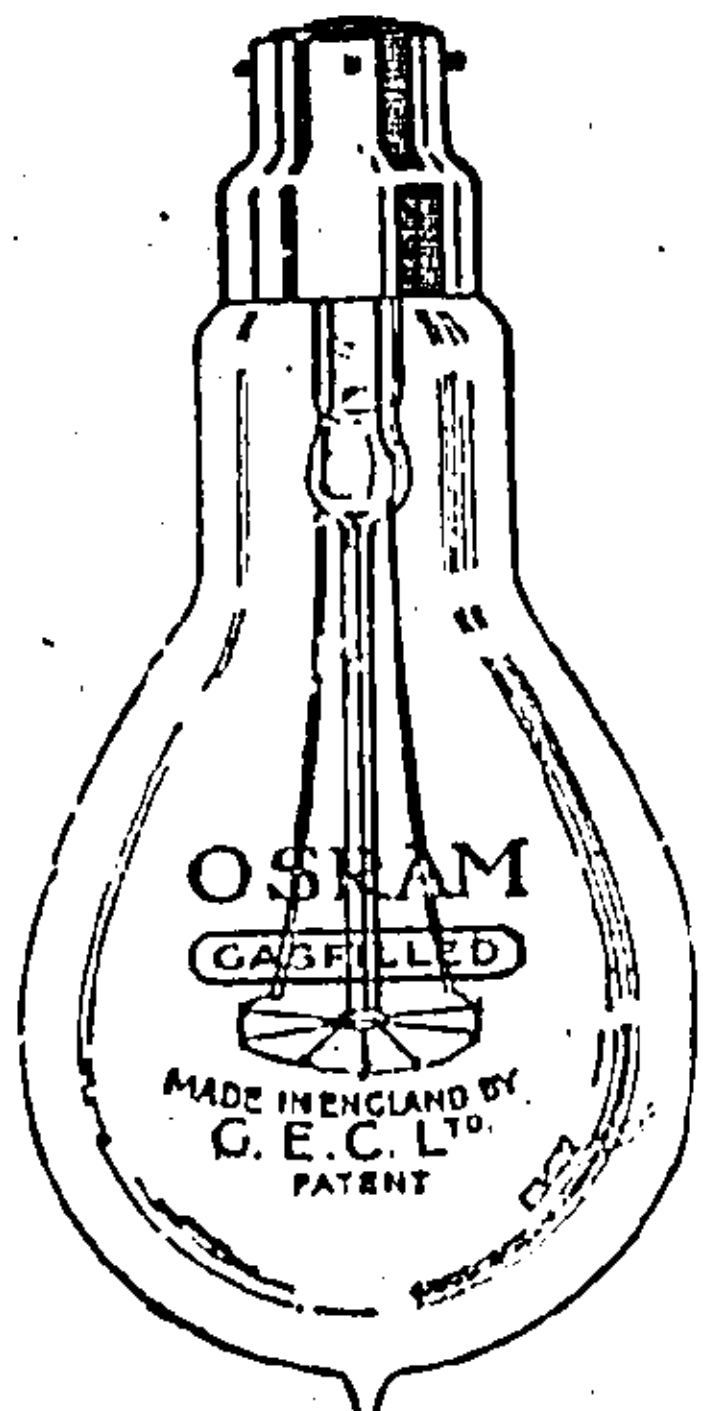
Mr. Joel's team, going in again, scored 40 without losing a wicket.
—Reuter.

success or failure thereof becomes apparent. —Reuter's American Service.

TURN DARKNESS INTO DAYLIGHT

BY USING **OSRAM** GASFILLED LAMPS

OSRAM PLAYED THE LEAD IN

"BRIGHTER LONDON"

OSRAMS
HAVE A
WORLD
WIDE
REPUTATION
TO
MAINTAIN

REDUCE
YOUR
ELECTRICITY
BILL BY
INSISTING
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OSRAMS

LET OSRAMS GIVE YOU A
BRIGHTER HOME

THE GENERAL ELECTRIC

CO. (OF CHINA) LTD.

2, QUEEN'S BUILDINGS, HONGKONG.

On Sale At

SINCERE'S, SUN CO., WING ON, & ALL ELECTRICAL CONTRACTORS.

NOTICE TO CONSIGNEES

RICKMERS LINE

From ANTWERP AND
HAMBURG.

The Cargo ex Steamship
"CLAUS RICKMERS"
is expected to arrive per
S.S. "YUAN TA."

Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on 22nd Jan. 1925 at 10 a.m.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading can be countersigned. No Fire Insurance has been effected.

Bills of Lading will be countersigned by.

N.V. CARL BODIKER & CO'S
Handelmaatschappij (Ltd).
Agents Rickmers Linie.
Hongkong, 17th. January 1925.

HONGKONG DEVELOPMENT
BUILDING & SAVINGS
SOCIETY, LTD.

NOTICE OF ORDINARY
GENERAL MEETING.

NOTICE IS HEREBY given that the First Ordinary General Meeting of the Company will be held at the CITY HALL, Hongkong, on SATURDAY, the 17th January, 1925, at Noon, for the purpose of receiving the Reports of the Directors together with a Statement of Accounts for the period from the 28th December, 1923 to the 30th September, 1924, and also for election of Directors.

The Transfer Books of the Company will be closed from the 13th January to 17th January, 1925, both days inclusive.

By Order of the Board,
EDWARD B. RAYMOND,
Secretary.
Hongkong, 8th January, 1925.

NOTICE TO CONSIGNEES

TOYO KISEN KAISHA.

S.S. "SHINYO MARU"
Voy. 65—West

From SAN FRANCISCO via
HONOLULU, JAPAN PORT
& SHANGHAI

The above named Steamship having arrived on Friday, 16th Jan., 1925, consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignee's risk.

Storage will be assessed on cargo remaining undelivered after Friday, 23rd January 1925.

All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined on Thursday, 22nd January, 1925, at 11 a.m.

No claims will be recognized after goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No fire insurance whatever will be effected.

V. TSUTSUMI,
Manager

THE HONG KONG CANTON &
MACAO STEAMBOAT CO.,
LIMITED.

Notice to Shareholders

THE ONE HUNDRED AND FIFTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, No. 4a, Des Voeux Road, on THURSDAY, 19th February, 1925, at 12 o'clock Noon for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

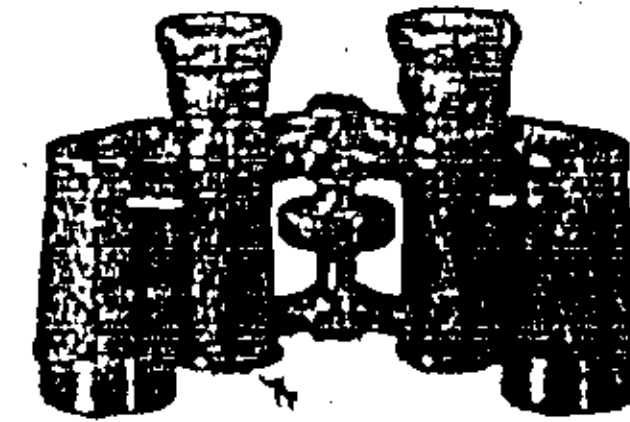
The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, 5th February to THURSDAY, 19th February 1925, both days inclusive, during which period no transfer of shares can be registered.

By Order of the Board of Directors,
JOHN ARNOLD,
Secretary.
Hongkong, 14th January, 1925.

PRISM BINOCULARS & FIELD-GLASSES

IT IS NOT THE BRAND THAT COUNTS—

It is the quality of a product that establishes confidence and prestige—
MEN THE WORLD OVER KNOW THAT THEY MAY PLACE THE FULLEST RELIANCE ON any item of optical equipment that bears the stamp of



Obtainable from all leading stores
Agents:
MELCHERS & CO.,
Hongkong.

ENTERTAINMENTS.

A Dramatic Revelation
of High Society today;
an exotic romance with
sequences in natural colour!

FIRST NATIONAL

presents

LEWIS STONE, ALMA RUBENS,
IRENE RICH, CONSTANCE BENNETT

and

NORMAN KERRY

— in —

"CYTHEREA"

Goddess of Love

TODAY at 2.30, 5.15, 7.15 and 9.15

at

THE CORONET

Last Time **THE STAR** 5.30
To-day and 9.15

MARY PICKFORD

— in —

"ROSITA"

The dramatic sensation of the motion
picture industry.

Starting To-morrow

The most beautiful love story ever unfolded on the screen.

"CYTHEREA"

EARLIER TELEGRAMS.

TROTSKY IN HIS BACK SEAT.

Moscow, January 16.
M. Rykov, President of the Council of Commissars, in a speech at the first all-Russian congress of school masters stated that Trotsky was confined to his bed with an illness that was curable, but lingering. Trotsky was going south soon, to undergo a cure. Referring to the misunderstandings between the Communist Party and Trotsky, M. Rykov said that Trotsky had undervalued the role of the peasantry in the policy of Soviet Russia. The Communist Party insisted on preserving all the Bolshevik traditions. Trotsky wished to introduce certain changes opposed to Lenin's traditions.

M. Rykov declared that the Soviet intended to import 250,000 tons of corn in order to provide the peasants of several districts with corn for next Spring and to regulate the market price of corn, but there was no immediate want of corn anywhere in Soviet Russia. —Reuter.

FRENCH CHAMBER OF DEPUTIES.

Paris, January 16.
M. Painleve has been re-elected President of the Chamber of Deputies.

In his inaugural speech he recalled the conferences in London and Geneva where France, without renouncing her independence or rights, pointed out the way to the nations who were groping after peace.

He emphasised the bitter disappointment of France who, after so many grievous losses and ruins, must bear the heavy burden which in justice others should help to bear.

France's good sense and gallantry would deny the ridiculous rumours of the possibility of riots. France would not admit the interference of any foreign country in her home affairs and would overcome victoriously her post-war difficulties as she had done those of the War. —Havas.

AVIATION PROSPECTS.

Calcutta, January 16.
Discussing aviation prospects, Major-General Sir Sefton Branker, (Director of Civil Aviation), was confident that mooring masts for airships will ultimately be erected at Karachi, Bombay, Calcutta, Rangoon and Singapore. He announced that it was proposed shortly to link up New York and London, foreshadowing a flight from Karachi to New York in seven days. —Reuter.

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